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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALEXANDRIA, LA

ESLER RGNL ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[1,2]**
ILS or LOC Rwy 22R[1,2,4]
NDB Rwy 31[2,3]
RADAR-1[2]
RNAV (GPS) Rwy 4L[4]
RNAV (GPS) Rwy 22R[4]
RNAV (GPS) Rwy 31[4]
VOR Rwy 4L[3]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

BAY ST LOUIS, MS

STENNIS INTL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

BOGALUSA, LA

GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
[1]NA when control tower closed.

CORINTH, MS

ROSCOE TURNER ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

DE RIDDER, LA

BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

GREENVILLE, MS

MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
NDB Rwy 36L[1]
NDB Rwy 36R[1]
RNAV (GPS) Rwy 18L[2]
RNAV (GPS) Rwy 18R[2]
RNAV (GPS) Rwy 36L[2]
RNAV (GPS) Rwy 36R[2]
VOR/DME Rwy 18L[2]
VOR/DME Rwy 18R[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

GREENWOOD, MS

GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
VOR Rwy 5[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
ILS or LOC/DME Rwy 32[12]
ILS or LOC RWY 35[3]
RADAR-1[24]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 32[3]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
RNAV (GPS) Z Rwy 13
VOR Rwy 13[1]

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
ILS or LOC Rwy 18[123]
RNAV (GPS) Rwy 12[14]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 30[1]
RNAV (GPS) Rwy 36[1]
VOR/DME Rwy 30[1]
VOR Rwy 12[124]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

JACKSON, MS

HAWKINS FIELD ..... **ILS Rwy 16[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
RADAR-1[1]
RNAV (GPS) Rwy 16L[3]
RNAV (GPS) Rwy 16R[3]
RNAV (GPS) Rwy 34L[3]
RNAV (GPS) Rwy 34R[3]

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
ILS or LOC Rwy 22L[23]
RNAV (GPS) Rwy 4R[1]
RNAV (GPS) Rwy 22L[1]
RNAV (GPS) Rwy 29[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
VOR Rwy 33[12]

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
LOC BC Rwy 33

NA when control tower closed.

MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FIELD ..... **ILS or LOC Rwy 1[1,2,3]**
ILS or LOC Rwy 19[2,3]
RNAV (GPS) Rwy 1[3,4]
RNAV (GPS) Rwy 4[3,4]
RNAV (GPS) Rwy 19[3,4]
RNAV (GPS) Rwy 22[3,4]
VOR-A[3,4]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

MONROE, LA

MONROE RGNL ..... **ILS or LOC Rwy 4**
ILS Rwy 22

NA when control tower closed.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS
COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR/DME Rwy 13

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL ..... **ILS Rwy 34[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR or TACAN Rwy 16[1,3]
VOR/DME Rwy 34[1]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG
NEW ORLEANS INTL ..... **LOC Rwy 19**

Category D, 800-2¼.

OAKDALE, LA

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

OLIVE BRANCH, MS

OLIVE BRANCH ..... **ILS or LOC Rwy 18[1,2]**
RNAV (GPS) Rwy 18

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

PASCAGOULA, MS

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[1,2]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[2,3]

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PATTERSON, LA

HARRY P. WILLIAMS
MEMORIAL ..... **VOR/DME-A**

Categories A, B, 1200-2; Category C, 1200-3.

PHILADELPHIA, MS

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

PICAYUNE, MS

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

RAYMOND, MS

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 900-2¾.

SHREVEPORT, LA

SHREVEPORT
DOWNTOWN ..... **RNAV (GPS) Rwy 14**
VOR Rwy 14

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT
RGNL ..... **ILS or LOC Rwy 14[1]**
LOC Rwy 5[1]
RADAR-1[1]
RNAV (GPS) Rwy 23[2]

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

STARKVILLE, MS

GEORGE M BRYAN ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A

NA when local weather not available.

SULPHUR, LA

SOUTHLAND FIELD ..... **LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH RGNL .... **LOC Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI ..... **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

TUPELO, MS

TUPELO RGNL ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV 166

RADAR[1] - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR[3]	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 ▽ △

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		ABCD	**440**-1¼	371	(400-1¼)				
	13		ABC	**560**-¾	492	(500-¾)	D	**560**-1	492	(500-1)
	22R		ABC	**620**/50	550	(600-1)	D	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	C	**620**-1½	551	(600-1½)
			D	**620**-1¾	551	(600-1¾)				
CIRCLING			AB	**620**-1¼	550	(600-1¼)	C	**660**-1½	590	(600-1½)
			D	**680**-2	610	(700-2)				

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

DE RIDDER, LA

Orig, MAR 12, 2009 (FAA) ELEV **204**

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ A NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	AB	**620**-1	423	(500-1)	CD	**620**-1¼	423	(500-1¼)
	18	AB	**700**-1	498	(500-1)	C	**700**-1¼	498	(500-1¼)
		D	**700**-1½	498	(500-1½)				
CIRCLING		AB	**700**-1	496	(500-1)	C	**700**-1½	496	(500-1½)
		D	**760**-2	556	(600-2)				

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	ABC	**440**/40	412	(500-¾)	DE	**440**/50	412	(500-1)
	14	AB	**440**/24	413	(500-½)	C	**440**/40	413	(500-¾)
		DE	**440**/50	413	(500-1)				
CIRCLING		A	**500**-1	472	(500-1)	B	**660**-1	632	(700-1)
		C	**660**-1¾	632	(700-1¾)	D	**660**-2	632	(700-2)
		E	**820**-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

RADAR- 123.9 317.7

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16R	AB	**740**-1	421	(500-1)	CD	**740**-1¼	421	(500-1¼)
		E	**740**-1½	421	(500-1½)				
	16L	AB	**740**/24	429	(500-½)	C	**740**/40	429	(500-¾)
		DE	**740**/50	429	(500-1)				
	34L	AB	**800**/24	472	(500-½)	C	**800**/40	472	(500-¾)
		D	**800**/50	472	(500-1)	E	**800**/60	472	(500-1¼)
	34R	AB	**820**/50	474	(500-1)	C	**820**/60	474	(500-1¼)
		D	**820**-1½	474	(500-1½)	E	**820**-1¾	474	(500-1¾)
CIRCLING		A	**840**-1	494	(500-1)	B	**880**-1	534	(600-1)
		C	**880**-1½	534	(600-1½)	D	**900**-2	554	(600-2)
		E	**940**-2	594	(600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

JOE WILLIAMS NOLF (KNJW),

MS (Moscow) (09351 USN) ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	31	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		DE	**1120**-2	581	(600-2)
CIR[1]	All Rwy	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		D	**1120**-2	581	(600-2)
		E	**1160**-2¼	621	(700-2¼)

[1]Procedure NA at night.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

RADAR - 121.1 363.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	ABC	**400**-1	358	(400-1)	D	**400**-1¼	358	(400-1¼)
	4R	AB	**480**-1	440	(500-1)	C	**480**-1¼	440	(500-1¼)
		D	**480**-1½	440	(500-1½)				
	11	AB	**560**-1	518	(600-1)	C	**560**-1½	518	(600-1½)
		D	**560**-1¾	518	(600-1¾)				
CIRCLING		A	**560**-1	517	(600-1)	B	**580**-1	537	(600-1)
		C	**580**-1½	537	(600-1½)	D	**660**-2	617	(700-2)

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

RADAR - 119.8 282.3 A NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**560**-½	544	(600-½)	C	**560**-1	544	(600-1)
		D	**560**-1¼	544	(600-1¼)	E	**560**-1½	544	(600-1½)
CIRCLING		AB	**580**-1	563	(600-1)	C	**580**-1½	563	(600-1½)
		D	**580**-2	563	(600-2)	E	**880**-3	863	(900-3)
			LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS						
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**580**-½	564	(600-½)	C	**580**-1	564	(600-1½)
		D	**580**-1¼	564	(600-1¼)	E	**580**-1½	564	(600-1½)
CIRCLING		AB	**600**-1	583	(600-1)	C	**600**-1½	583	(600-1½)
		D	**600**-2	583	(600-2)	E	**900**-3	883	(900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

RADAR - 119.35 353.75 A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	33	ABC	**380**-¾	368	(400-¾)	D	**380**-1¼	368	(400-1¼)
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
CIRCLING		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**480**-1½	465	(500-1½)	D	**580**-2	428	(500-2)

When control tower closed, procedure NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (09295 USN) ELEV 316

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L[2]	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L[3]	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS[1]	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L[4]		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L[5]		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L[6]		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L[7]		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy[8]		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

RADAR - 126.9 388.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABCD	**480**-1	402	(500-1)				
	4	ABC	**560**/40	482	(500-¾)	D	**560**/50	482	(500-1)
CIRCLING		AB	**580**-1¼	501	(600-1¼)	C	**620**-1½	541	(600-1½)
		D	**640**-2	561	(600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**340**/24	336	(400-½)	D	**340**/50	336	(400-1)
	28	ABC	**400**/40	397	(400-¾)	D	**400**/50	397	(400-1)
	19	ABCD	**420**/60	420	(500-1¼)				
	CIRCLING	AB	**520**-1¼	516	(600-1¼)	C	**520**-1½	516	(600-1½)
		D	**580**-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ **ELEV 2**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[3]	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22[4]	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4[5]		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22[6]		ABCDE	300-1	301	(400-1)
ASR	4[7]		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22[8]		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32[9]		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR[10 11 12]	All Rwy		AB	480-1	478	(500-1)
			C	500-1½	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠NA Opr 1400-0600Z + + exc hol.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

SHREVEPORT, LA Amdt. 3A, JUL 31, 2000 (FAA) ELEV 258

SHREVEPORT RGNL

RADAR - 119.9 335.55 ⚠

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING		AB	**800**-1	542	(600-1)
		C	**800**-1½	542	(600-1½)
		D	**820**-2	562	(600-2)
		E	**1100**-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

ALEXANDRIA, LA (CON'T)

ESLER RGNL

NOTE: **Rwy 8,** tree 1223' from departure end of runway, 928' right of centerline, 73' AGL/163' MSL. **Rwy 14,** tree 928' from departure end of runway, 606' left of centerline, 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL. **Rwy 32,** tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

All Rwys: Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2 or std. with a min. climb rate of 210' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 800 prior to turning west.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)
ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

JENNINGS, LA

JENNINGS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 352' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from departure end of runway, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** tank 3428' from departure end of runway, 1072' right of centerline, 156' AGL/181' MSL. **Rwy 26,** trees 1080' from departure end of runway, 45' AGL/55' MSL. **Rwy 31,** fence 140' from departure end of runway, 15' AGL/32' MSL.

KEESLER AFB (KBIX)

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 200-1.

MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*
Rwy 19R, 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)
ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)
AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)
ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)
AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)
ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/ 265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/ 232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

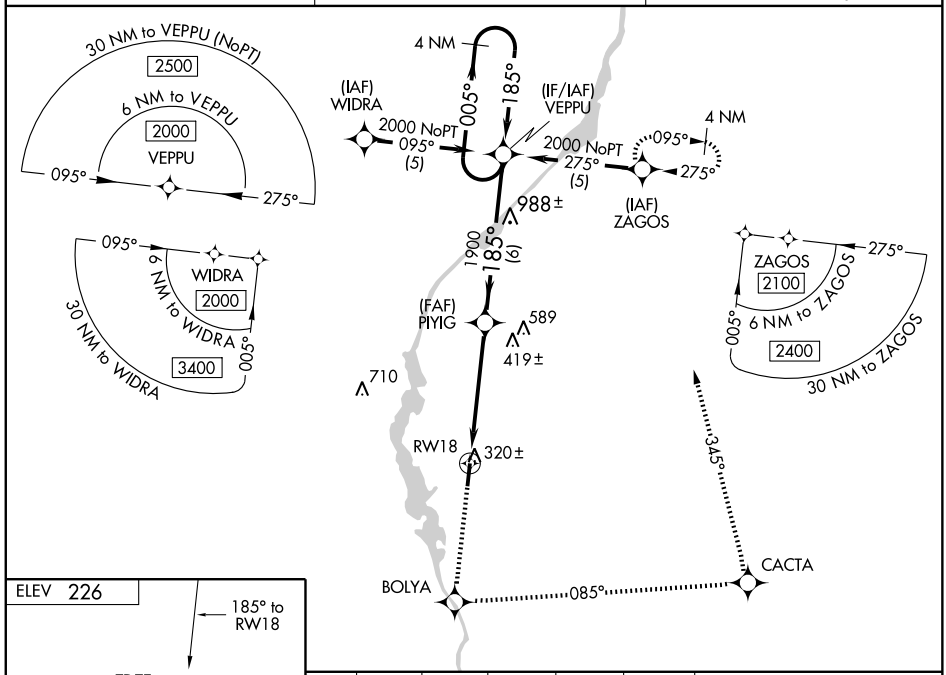
WAAS CH 56604 W18A	APP CRS 185°	Rwy ldg 4999 TDZE 226 Apt Elev 226

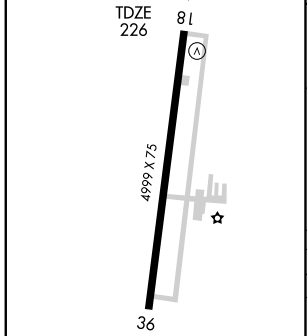
RNAV (GPS) RWY 18
ABERDEEN/MONROE COUNTY (M40)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

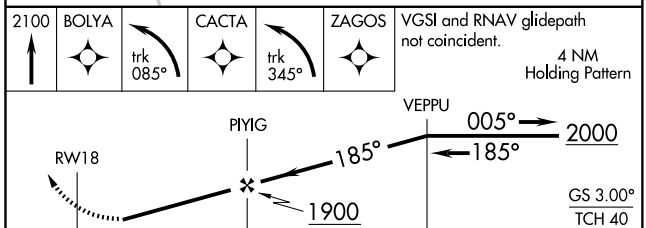
MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

AWOS-3	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	560-1¼ 334 (400-1¼)			
LNAV/VNAV DA	590-1¼ 364 (400-1¼)			
LNAV MDA	660-1 434 (500-1)		660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)
CIRCLING	720-1 494 (500-1)		720-1½ 494 (500-1½)	780-2 554 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

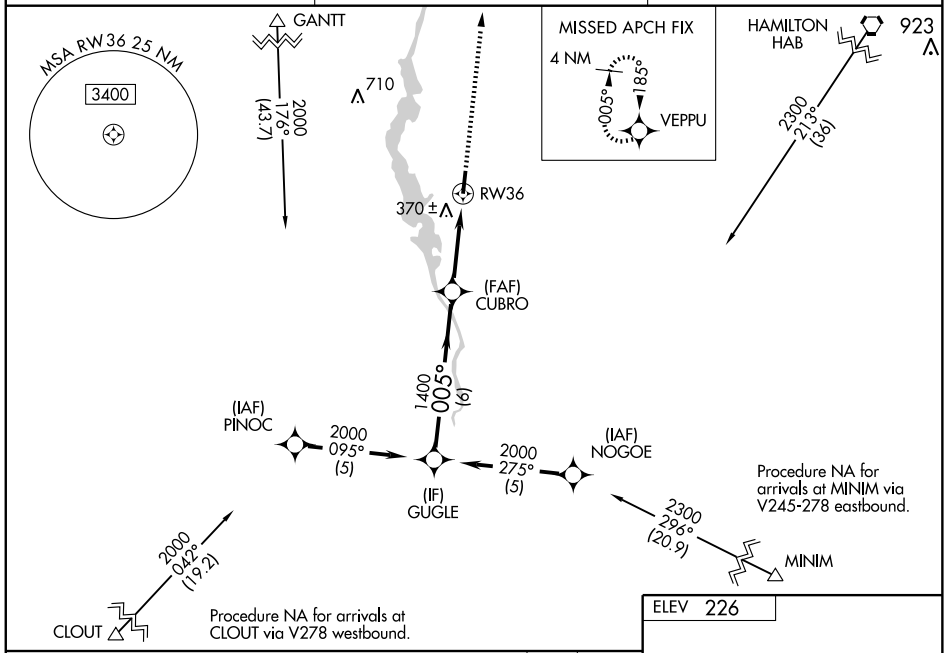
WAAS CH 70414 W36A	APP CRS 005°	Rwy ldg 4999 TDZE 226 Apt Elev 226

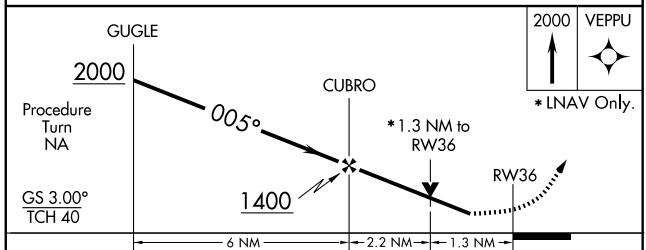
RNAV (GPS) RWY 36
ABERDEEN/MONROE COUNTY (M40)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Golden Triangle Rgnl altimeter setting.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

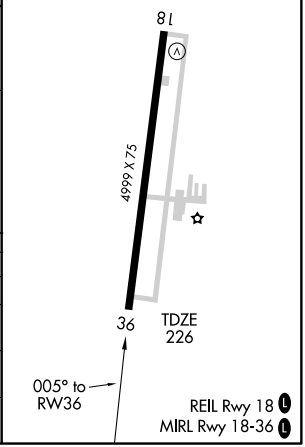
MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





ELEV 226



CATEGORY	A	B	C	D
LPV DA	559-1¼ 333 (400-1¼)			
LNAV/VNAV DA	715-1¾ 489 (500-1¾)			
LNAV MDA	680-1 454 (500-1)		680-1¼ 454 (500-1¼)	680-1½ 454 (500-1½)
CIRCLING	720-1 494 (500-1)		720-1½ 494 (500-1½)	780-2 554 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC IGB 116.2 Chan 109	APP CRS 179°	Rwy ldg 4999 TDZE 226 Apt Elev 226

VOR RWY 18

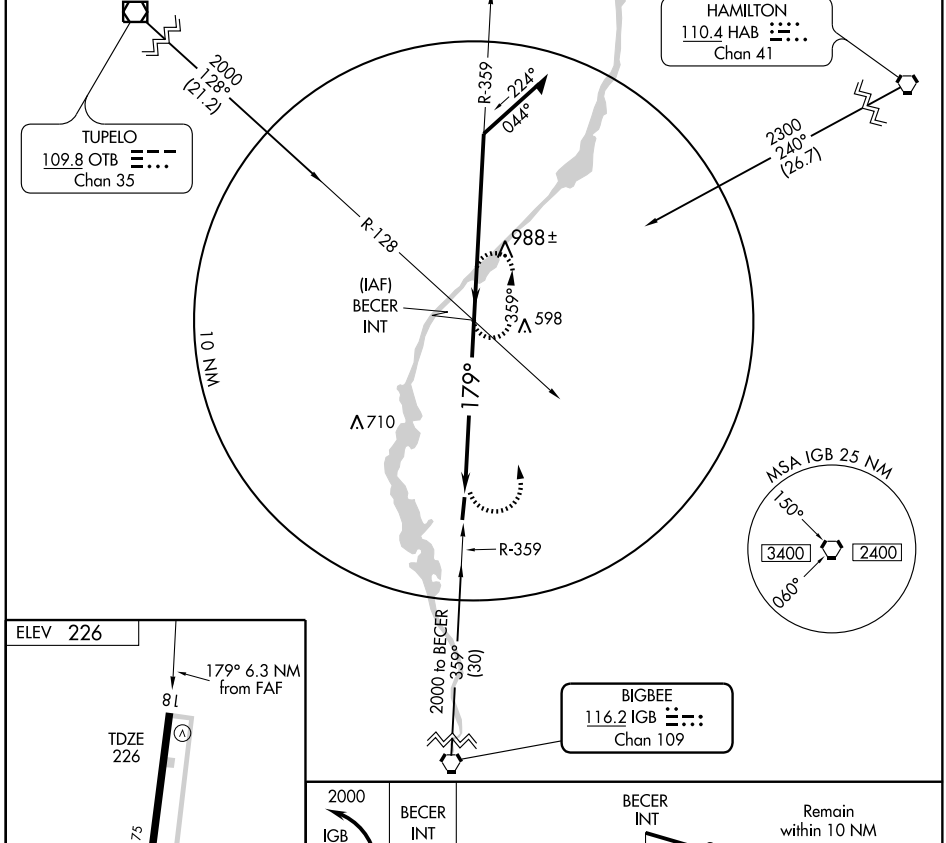
ABERDEEN/ MONROE COUNTY (M40)

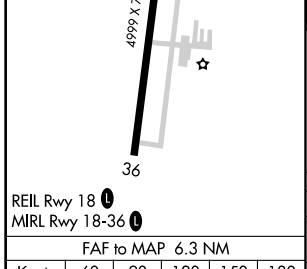
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

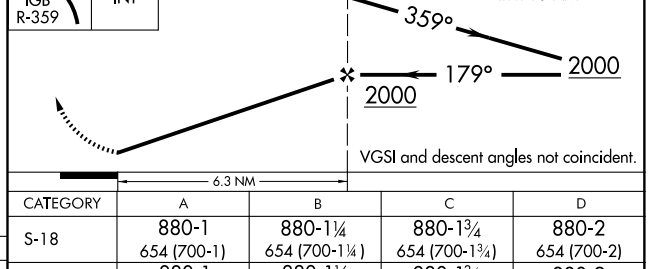
AWOS-3	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

LOC/DME I-PMU	APP CRS	Rwy ldg	5000
110.35	189°	TDZE	221
Chan 40 (Y)		Apt Elev	221

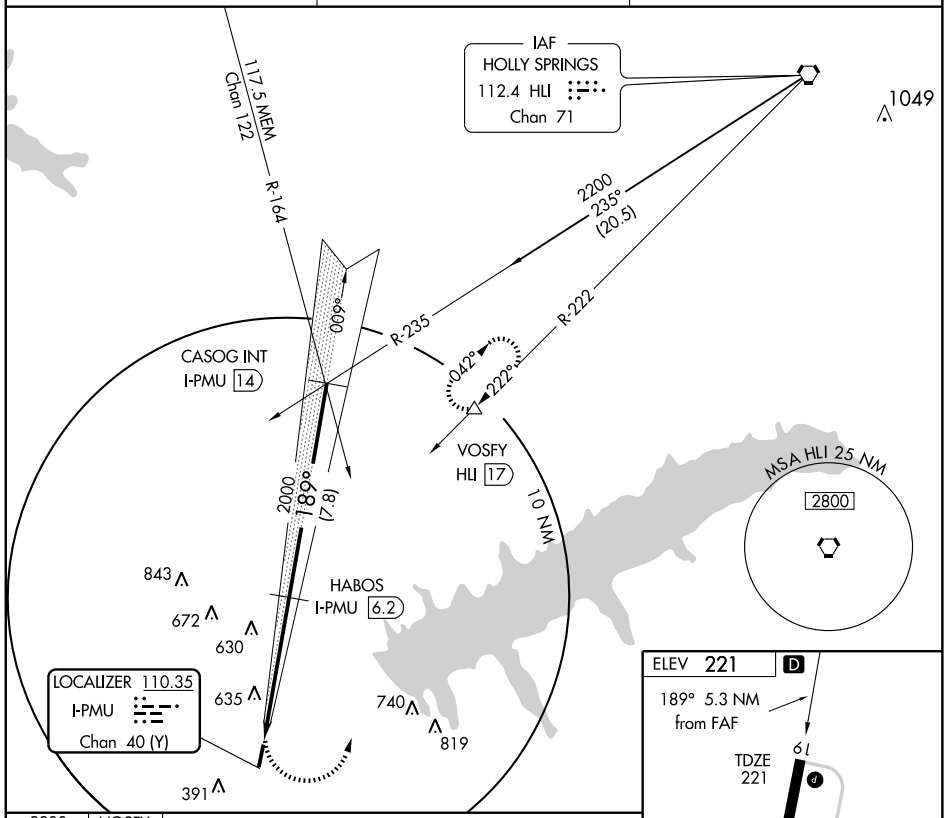
LOC/DME RWY 19

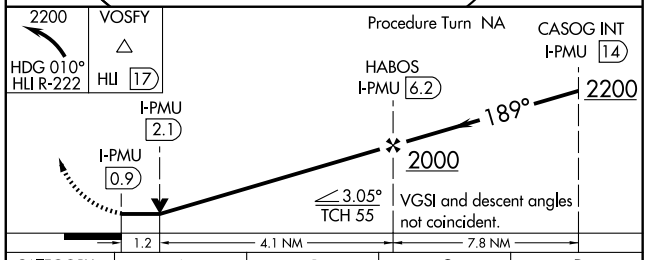
BATESVILLE/ PANOLA COUNTY (PMU)

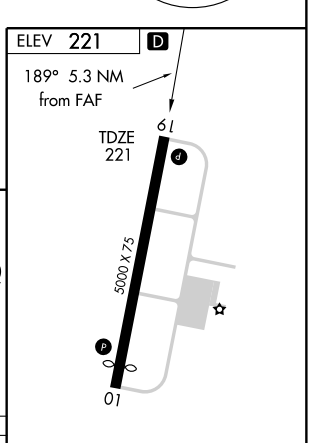
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	760-1	540 (600-1)	760-1½ 540 (600-1½)	760-1¾ 540 (600-1¾)
CIRCLING	760-1	539 (600-1)	940-2 719 (800-2)	940-2¼ 719 (800-2¼)

MIRL Rwy 1-19

SC-4, 14 JAN 2010 to 11 FEB 2010

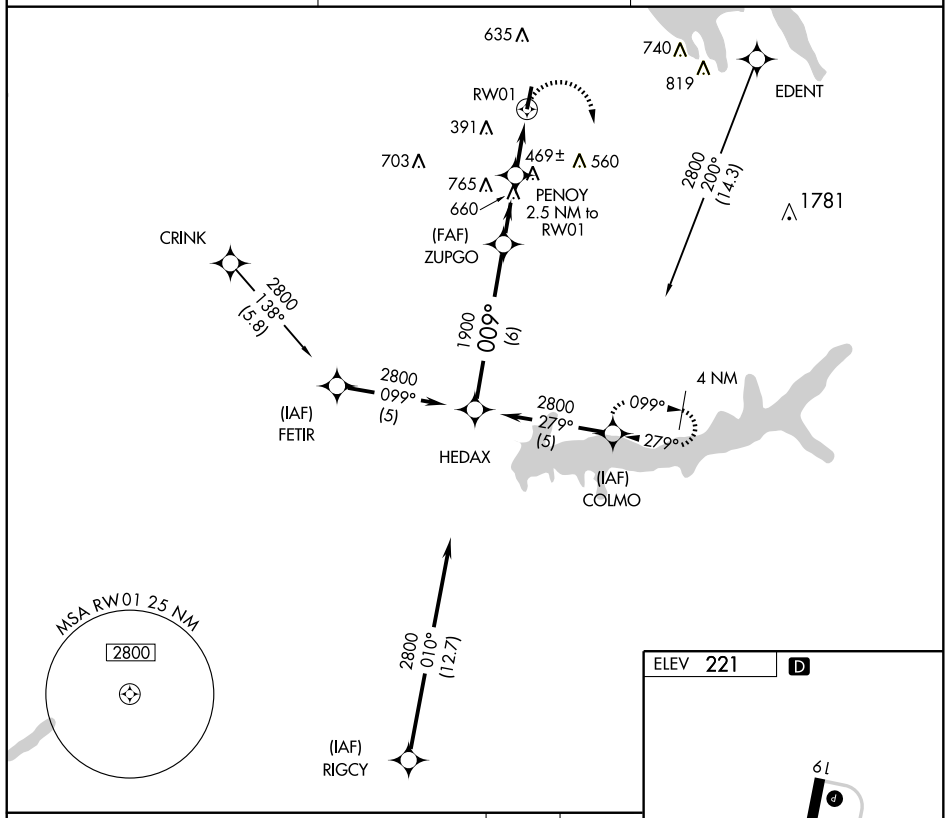
APP CRS	Rwy ldg	4410
009°	TDZE	219
	Apt Elev	221

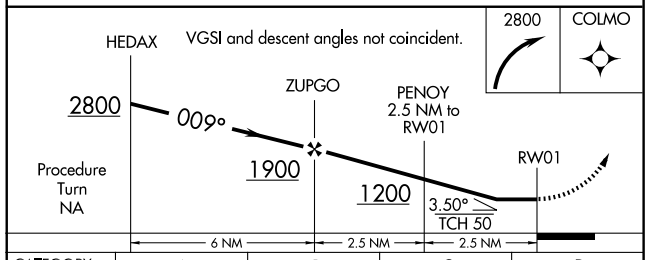
RNAV (GPS) RWY 1
BATESVILLE/ PANOLA COUNTY (PMU)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

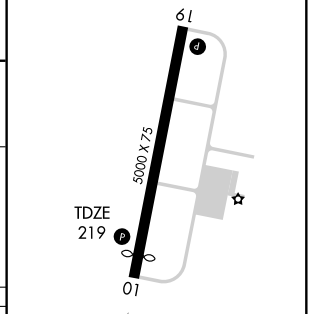
MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1	501 (500-1)	720-1½	501 (500-1½)
CIRCLING	740-1	519 (600-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)



MIRL Rwy 1-19

SC-4, 14 JAN 2010 to 11 FEB 2010

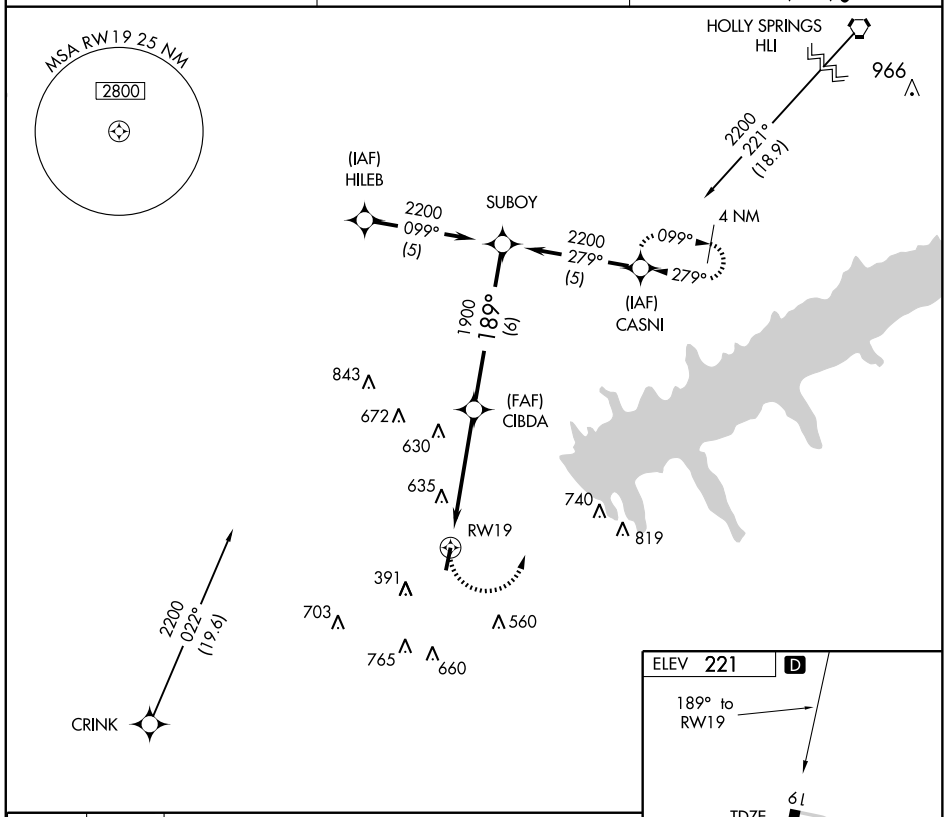
APP CRS	Rwy ldg	5000
189°	TDZE	219
	Apt Elev	221

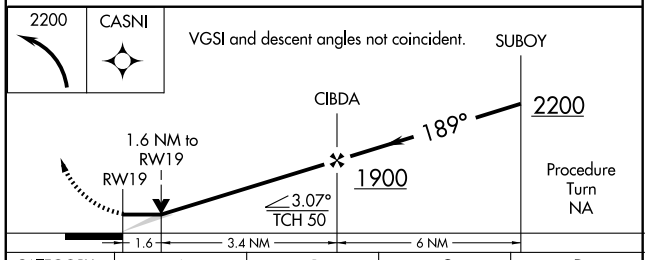
RNAV (GPS) RWY 19
BATESVILLE/ PANOLA COUNTY (PMU)

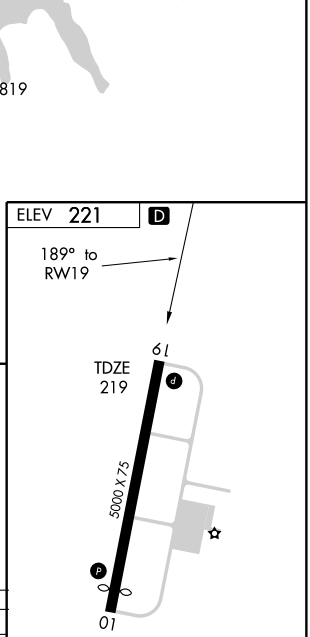
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L







MIRL Rwy 1-19

CATEGORY	A	B	C	D
LNAV MDA	940-1	721 (800-1)	940-2 721 (800-2)	940-2¼ 721 (800-2¼)
CIRCLING	940-1	719 (800-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-HSA	APP CRS	Rwy ldg	8497
110.35	179°	TDZE	23
		Apt Elev	23

ILS or LOC RWY 18

BAY ST. LOUIS/STENNIS INTL (HSA)

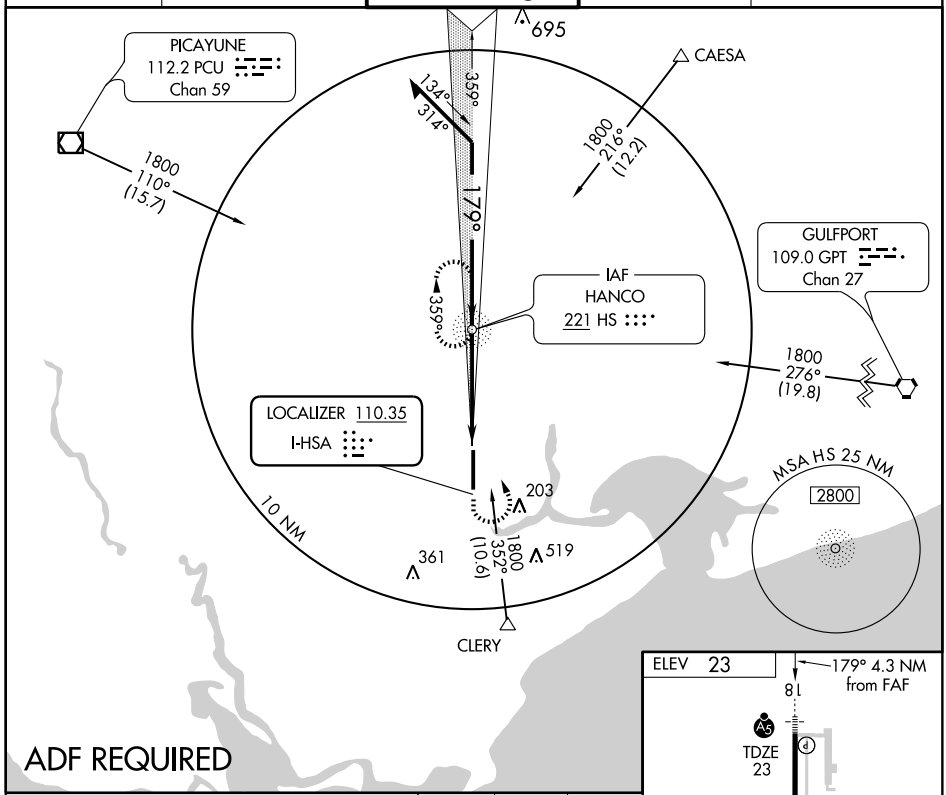
NA

If local altimeter setting not received, use Gulfport altimeter setting and increase decision altitude to 270 feet and all MDAs 60 feet.

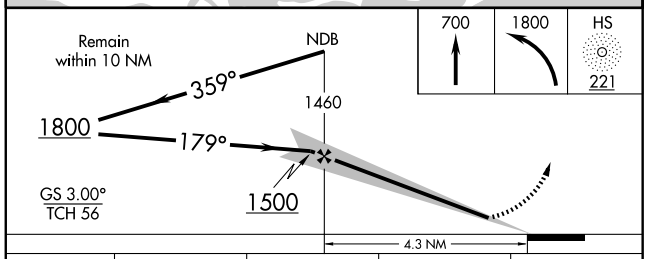
MALSR

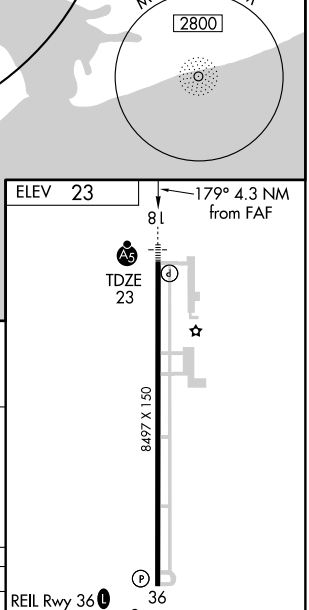
MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-18	223-½ 200 (200-½)			
S-LOC 18	460-½ 437 (500-½)		460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB HS	APP CRS	Rwy ldg	8497
221	178°	TDZE	23
		Apt Elev	23

NDB RWY 18

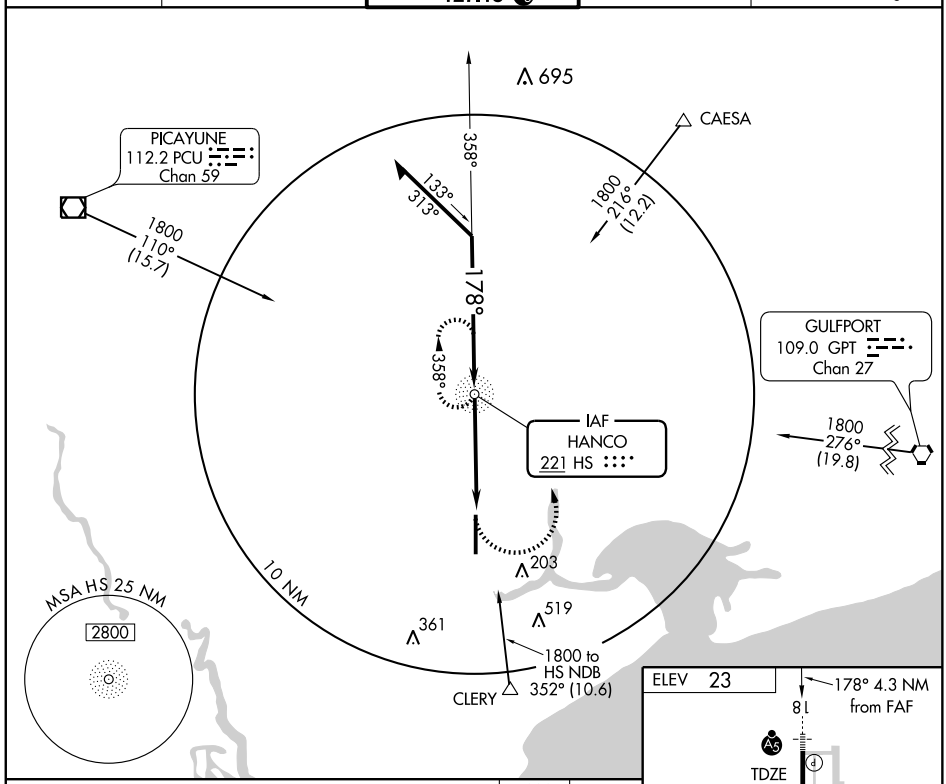
BAY ST. LOUIS /STENNIS INTL (HSA)

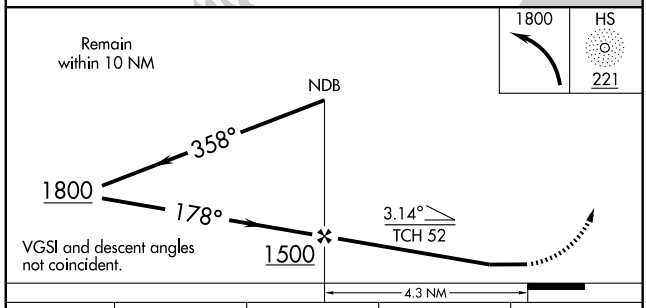
NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

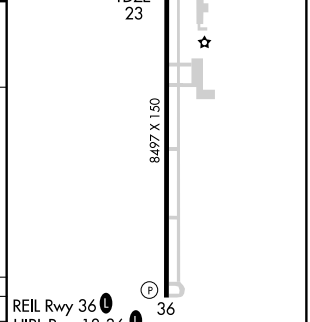
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-18	600-¾ 577 (600-¾)		600-1 577 (600-1)	600-1½ 577 (600-1½)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8497
179°	TDZE	23
	Apt Elev	23

RNAV (GPS) RWY 18

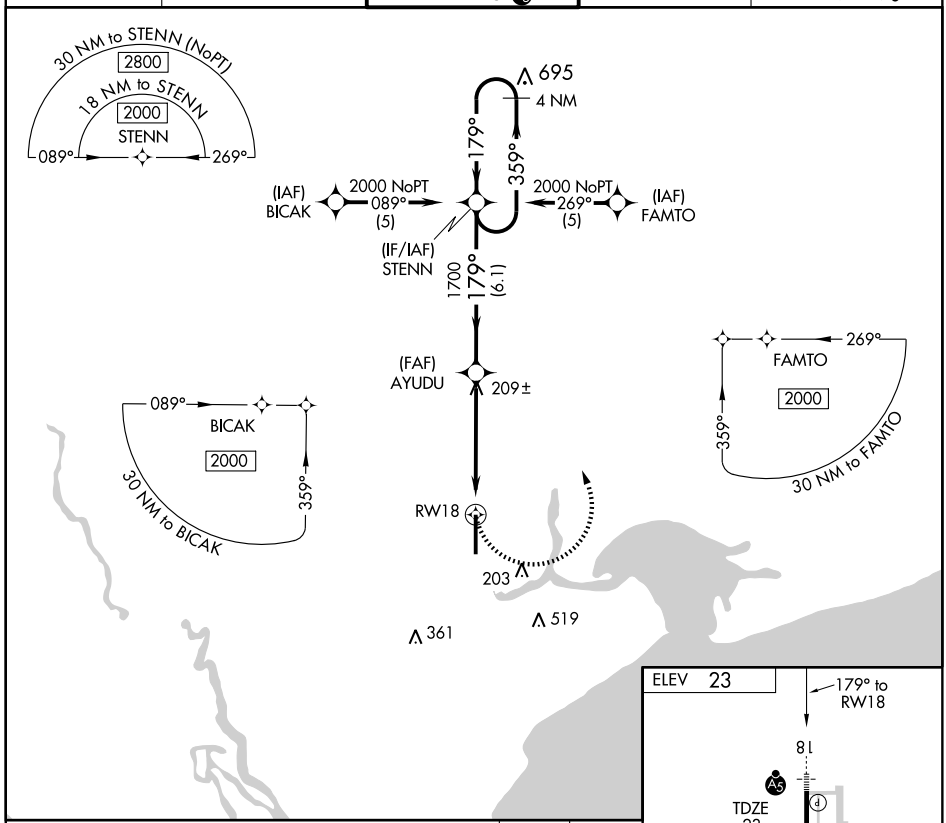
BAY ST. LOUIS /STENNIS INTL (HSA)

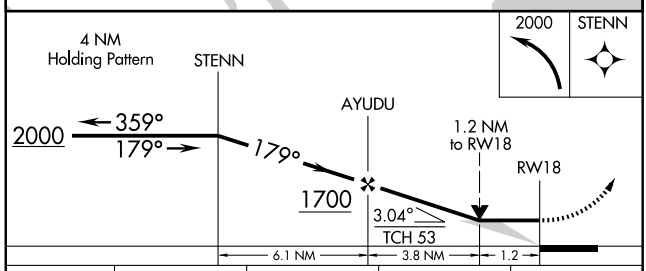
If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

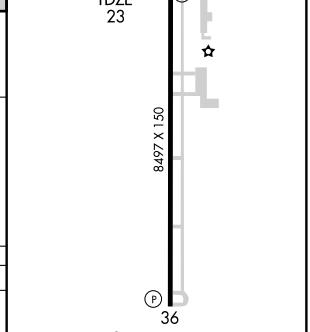
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

AWOS-3	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)







REIL Rwys 36

HIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	460-½ 437 (500-½)		460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 63109 W36A	APP CRS 359°	Rwy ldg 8497 TDZE 14 Apt Elev 23

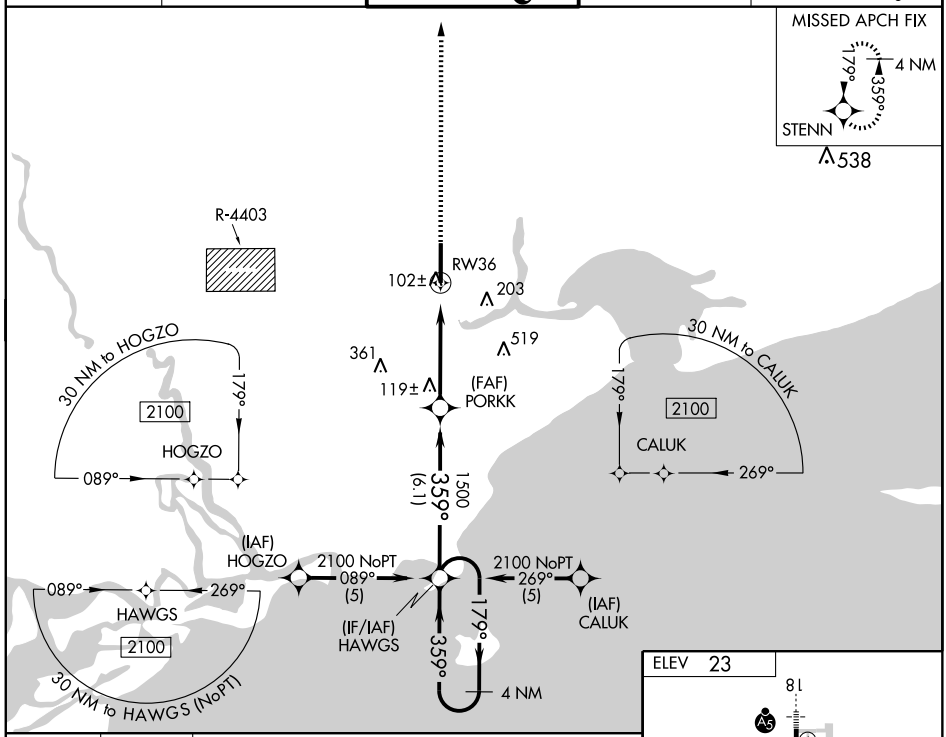
RNAV (GPS) RWY 36

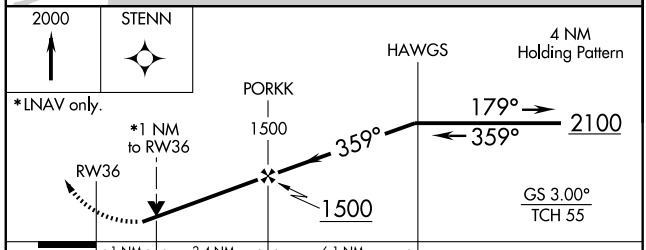
BAY ST. LOUIS/STENNIS INTL (HSA)

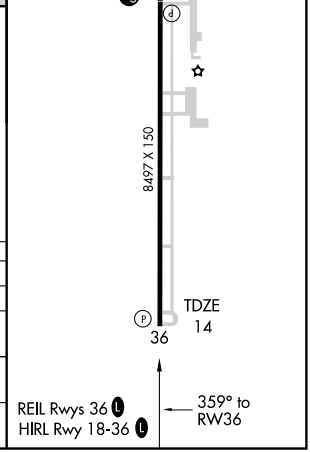
Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VANV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409. Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15 A5	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	331-1 317 (400-1)			
LNAV/VNAV DA	362-1¼ 348 (400-1¼)			
LNAV MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	520-1 497 (500-1)		520-1½ 497 (500-1½)	580-2 557 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC GPT	APP CRS	Rwy ldg	N/A
109.0	261°	TDZE	N/A
Chan 27		Apt Elev	23

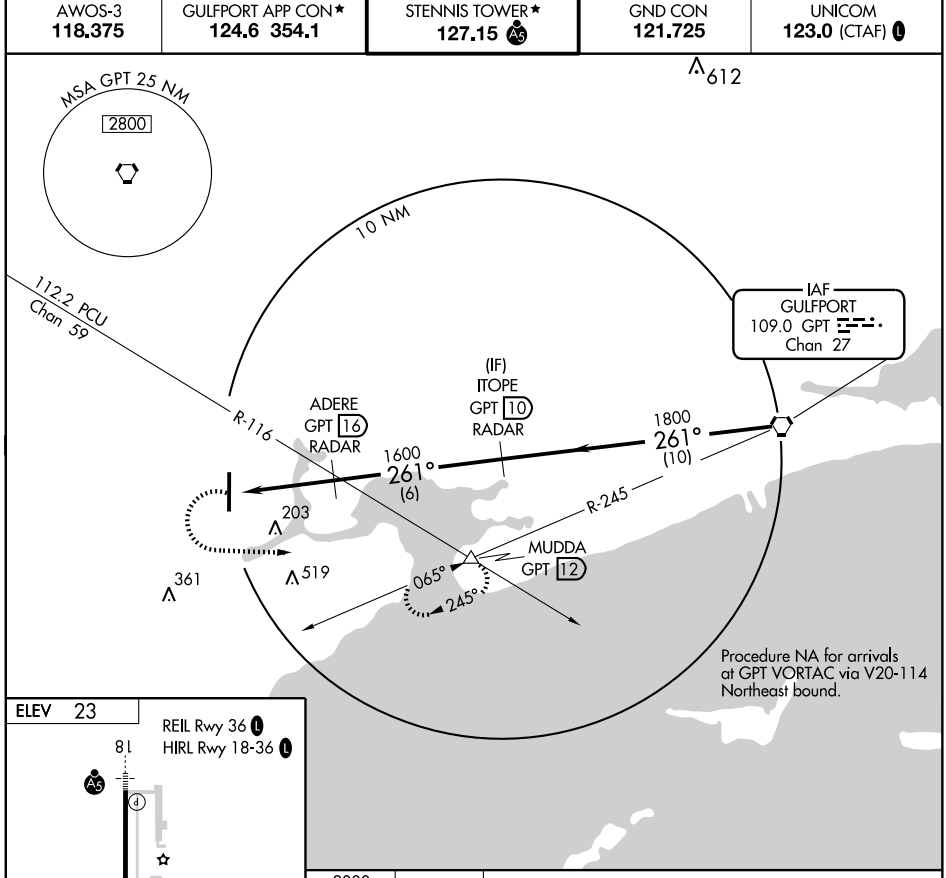
VOR-A

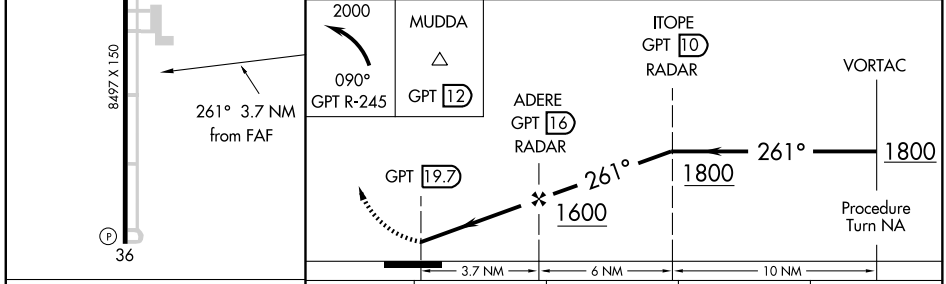
BAY ST. LOUIS/STENNIS INTL (HSA)

A If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090°and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15 (As)	121.725	123.0 (CTAF) (L)

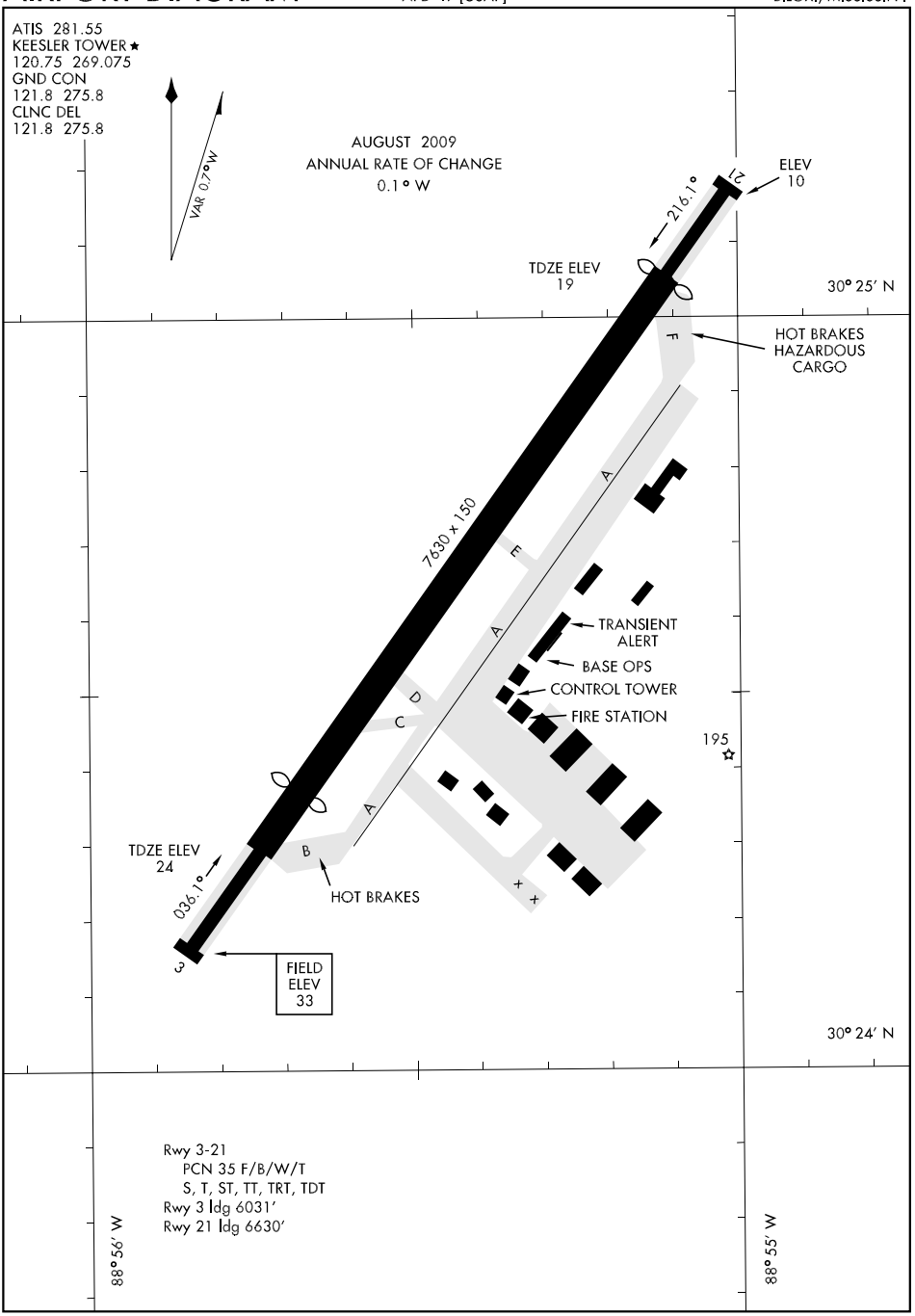




FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010


ATIS 281.55
KEESLER TOWER ★
120.75 269.075
GND CON
121.8 275.8
CLNC DEL
121.8 275.8
VAR 0.7°W
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
ELEV
10
21
216.1°
TDZE ELEV
19
30° 25′ N
HOT BRAKES
HAZARDOUS
CARGO
F
A
7630 x 150
E
A
TRANSIENT
ALERT
BASE OPS
CONTROL TOWER
FIRE STATION
D
C
195
A
B
TDZE ELEV
24
036.1°
HOT BRAKES
3
FIELD
ELEV
33
30° 24′ N
Rwy 3-21
PCN 35 F/B/W/T
S, T, ST, TT, TRT, TDT
Rwy 3 ldg 6031′
Rwy 21 ldg 6630′
88° 56′ W
88° 55′ W

ILS or LOC/DME RWY 21

LOC I-BIX	APCH CRS	Rwy ldg	6630
109.7	214°	TDZE	19
		Arpt Elev	33

AL-49 [USAF]

KEESLER AFB (KBIX)

* When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles and CAT D vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER *	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

RADAR or DME REQUIRED

(IAF) ZOGBO BIX 11 — R-034 — 034°

BORDE BIX /RADAR 4.9 — 214° — LR-045

1049 534 360 116 378 341 350 132 179

LOCALIZER 109.7 I-BIX

KEESLER Chan 55 BIX

10 NM — R-183 — 2100 — BIX 11 Arc

(IAF) RUDLF BIX 11

Max holding 230 KIAS

Max holding alt 6000

003° 183°

BIX 16

EMERG SAFE ALT 100 NM 3100

MSA BIX 25 NM

190° 2900 090° 2100

800 hdg 214° | 2200 BIX R-183 | RUDLF BIX 11

BORDE 4.9 /RADAR 1400 — 214° — 2100 — 2100

ZOGBO R-034 11 — RUDLF R-183 11

2.0 — TACAN — CULUG 1.3 — 1400 — GS 3.00° TCH 53 — Arc 11

0.5 — 3.6 NM

ELEV 33

214° 4.1 NM from 5 DME

2000′ non-std apch lgt system

21 — 74 — 45 — 98 — TDZE 19 — 74 — 175 — 7630 x 150/75 — 195 — 196 — 195 — 195 — 3

Rwy 3 ldg 6031′
Rwy 21 ldg 6630′
HIRL Rwy 3-21
REIL Rwy 3

CATEGORY	A	B	C	D
S-ILS 21*	219/24 200 (200-½)			
S-LOC 21**	460/24 441 (500-½)		460/40 441 (500-¾)	460/50 441 (500-1)
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

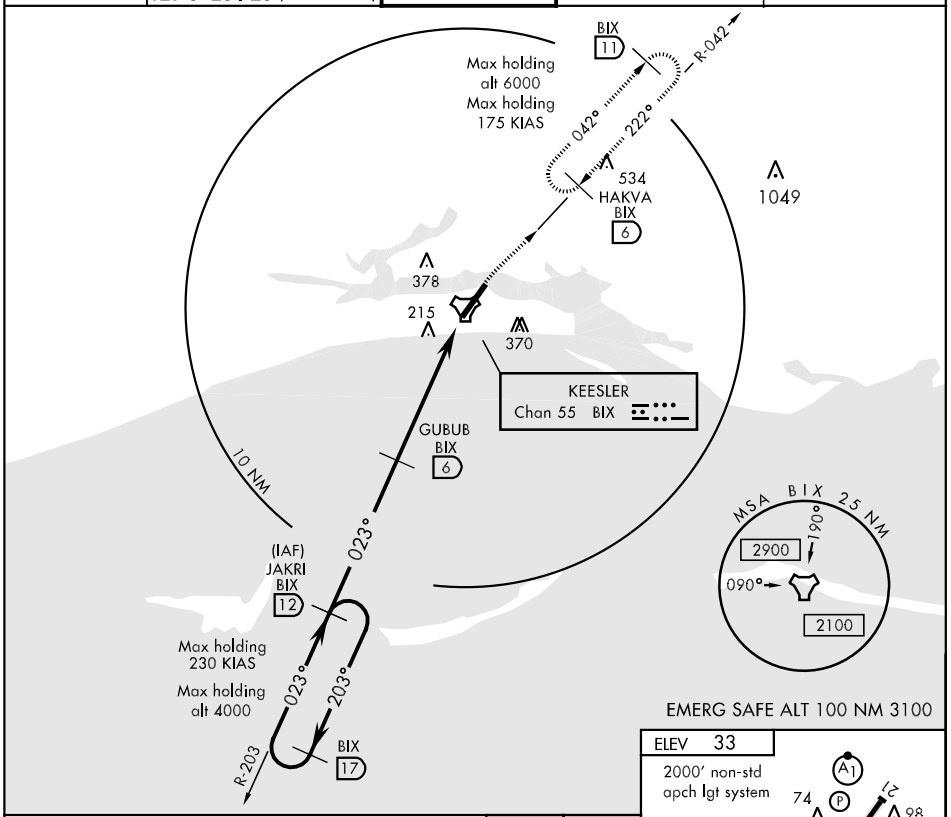
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

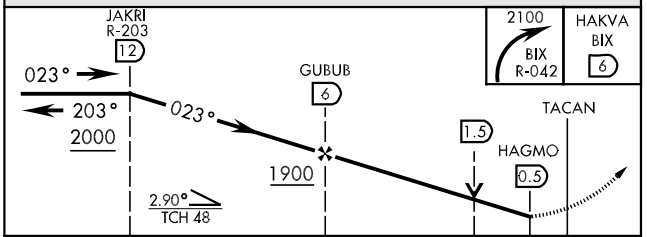
TACAN RWY 3

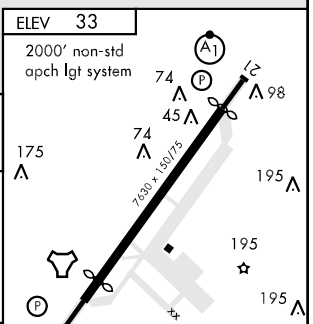
TACAN BIX Chan 55	APCH CRS 023°	Rwy ldg 6031 TDZE 23 Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
S-3	520/50 497 (500-1)		520/60 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

TACAN RWY 21

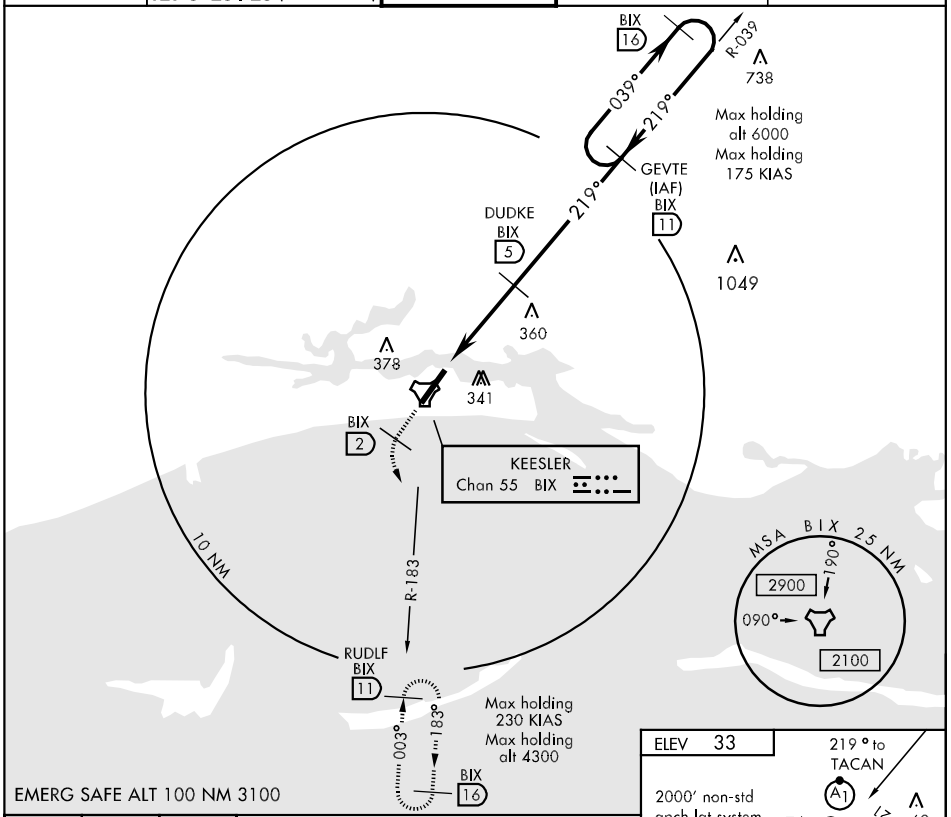
TACAN BIX Chan 55	APCH CRS 219°	Rwy ldg 6630 TDZE 19 Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

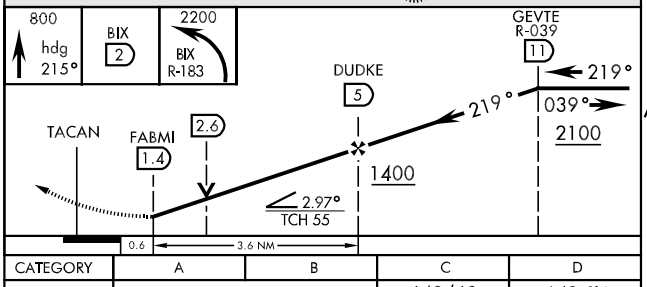
* When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles.

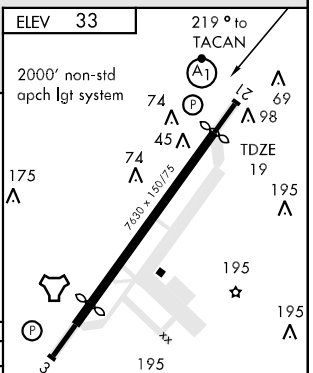
ALSF-1

MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER *	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
S-21*	640/40 621 (700-¾)		640/60 621 (700-1¼)	640-1½ 621 (700-1½)
CIRCLING	640-1 607 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

VOR/DME-A

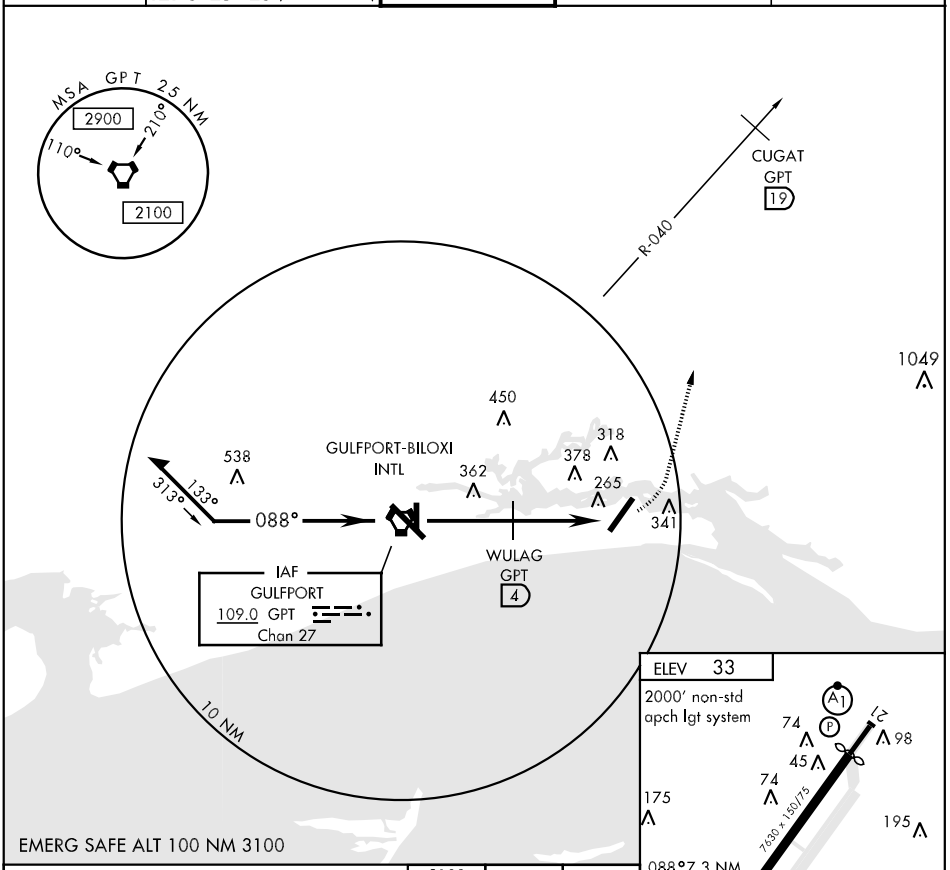
VORTAC GPT	APCH CRS	Rwy ldg	N/A
109.0	088°	TDZE	N/A
Chan 27		Arpt Elev	33

AL-49 [USAF]

KEESLER AFB (KBIX)

MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8



CATEGORY	A	B	C	D
CIRCLING	1040-1¼ 1007 (1100-1¼)	1040-1½ 1007 (1100-1½)	1040-3 1007 (1100-3)	

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

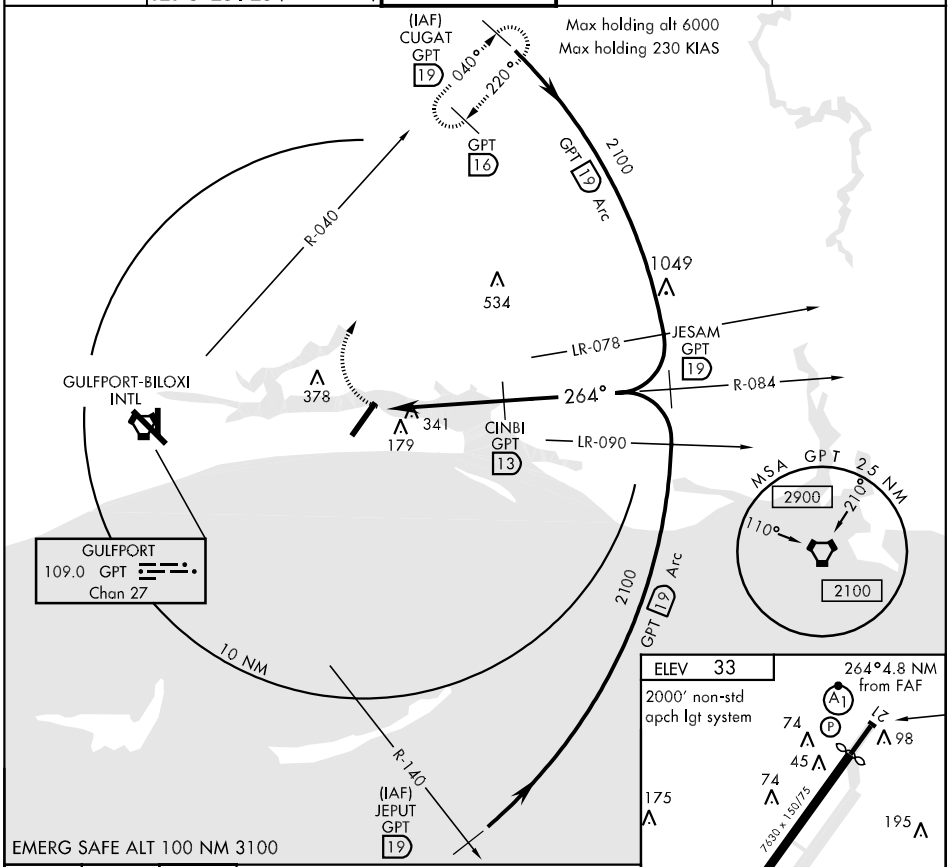
VOR/DME-B or TACAN-B

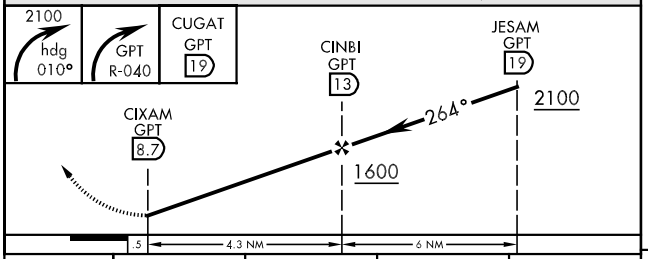
VORTAC GPT	APCH CRS	Rwy ldg	N/A
109.0	264°	TDZE	N/A
Chan 27		Arpt Elev	33

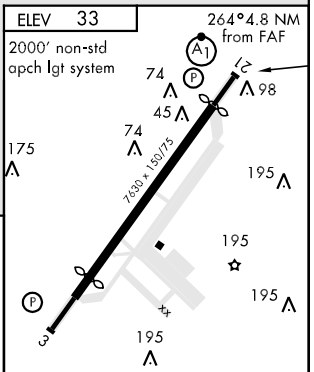
AL-49 [USAF] KEESLER AFB (KBIX)

MISSED APPROACH: Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







Rwy 3 ldg 6031'
Rwy 21 ldg 6630'
HIRL Rwy 3-21
REIL Rwy 3

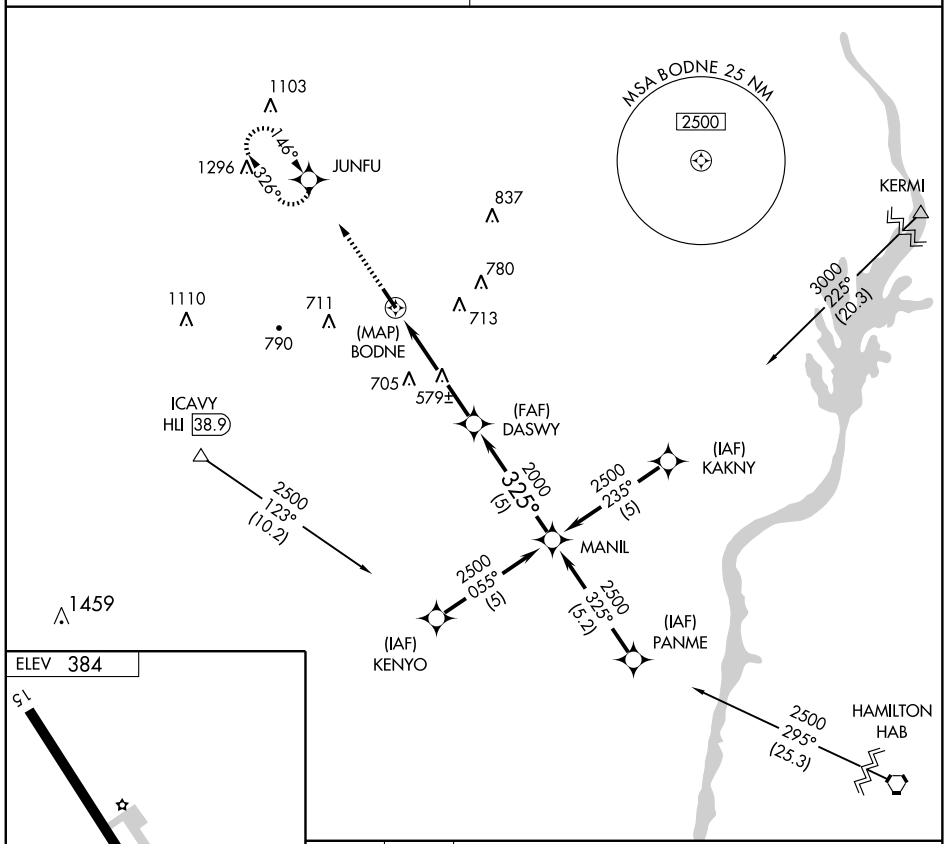
CATEGORY	A	B	C	D
CIRCLING	660-1 627 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

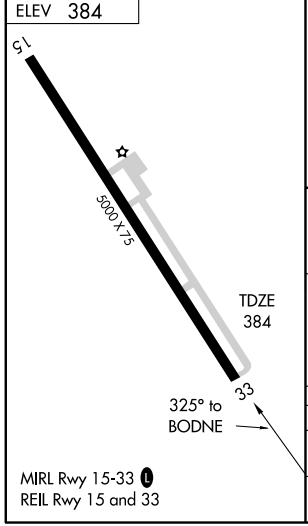
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

APP CRS	Rwy ldg	5000
325°	TDZE	384
	Apt Elev	384

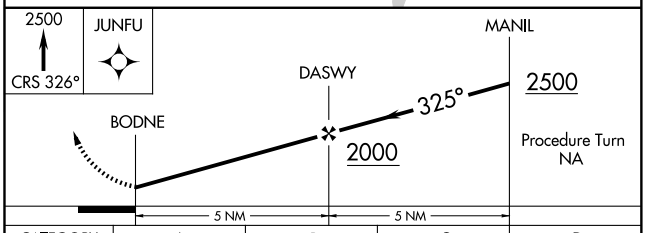
GPS RWY 33
BOONEVILLE/BALDWYN (8M1)

⚠ NA Use Tupelo Regional, MS altimeter setting.	MISSED APPROACH: Climb to 2500 via 326° course to JUNFU WP and hold.
MEMPHIS CENTER **135.9 273.55**	UNICOM **122.8** (CTAF) Ⓛ





MIRL Rwy 15-33 Ⓛ
REIL Rwy 15 and 33



CATEGORY	A	B	C	D
S-33	900-1 516 (600-1)		900-1½ 516 (600-1½)	NA
CIRCLING	920-1 536 (600-1)		920-1½ 536 (600-1½)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME OTB	APP CRS	Rwy ldg	N/A
109.8	015°	TDZE	N/A
Chan 35		Apt Elev	384

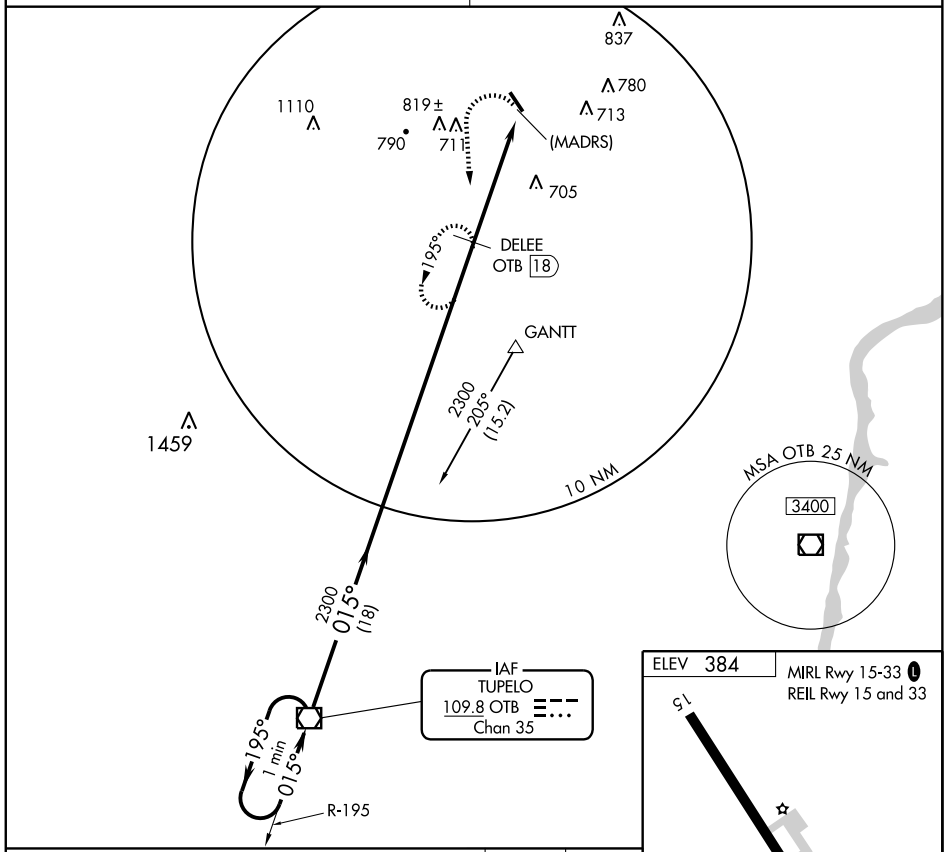
VOR/DME or GPS-A

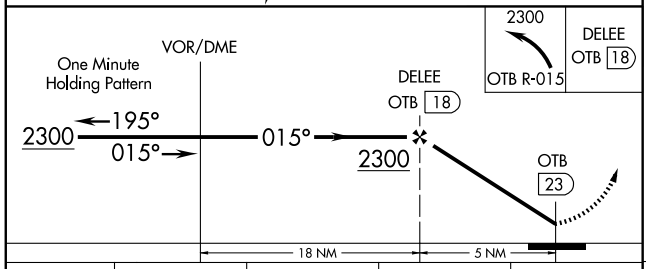
BOONEVILLE/BALDWYN (8M1)

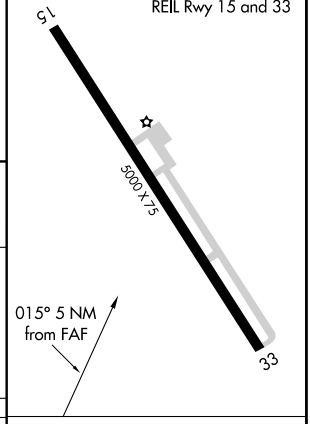
NA Use Tupelo altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via OTB R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER	UNICOM
135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1040-1 656 (700-1)	1040-1¼ 656 (700-1¼)	1040-1¾ 656 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
225°	TDZE	487
	Apt Elev	489

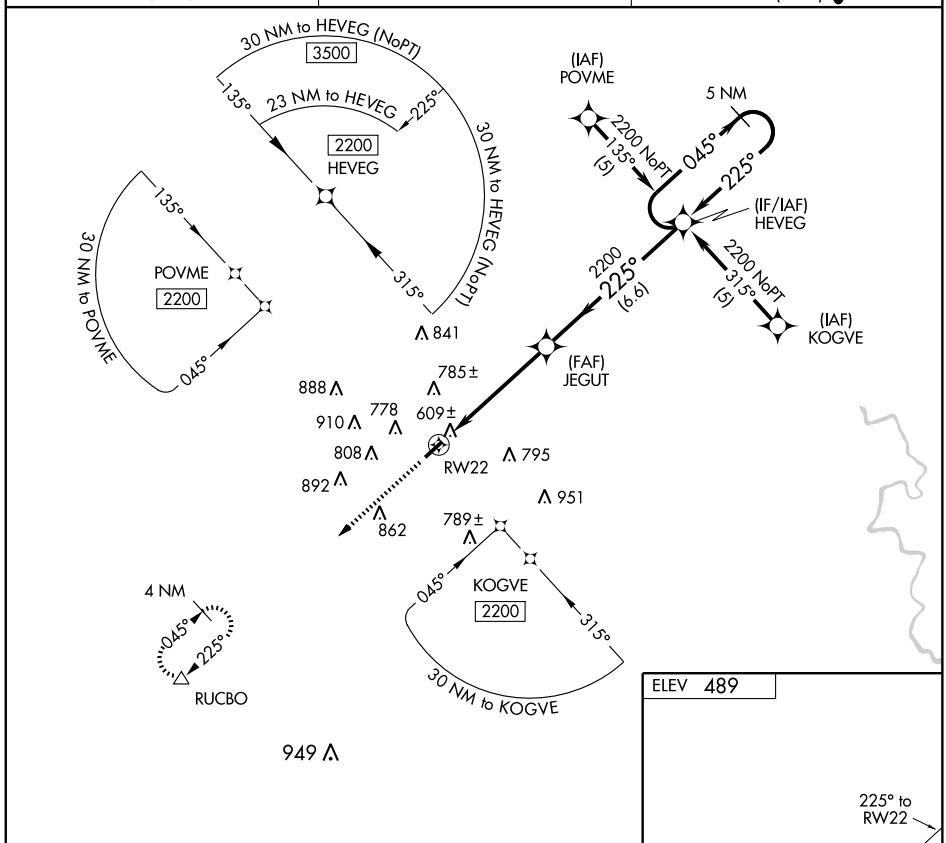
RNAV (GPS) RWY 22
BROOKHAVEN-LINCOLN COUNTY (1R7)

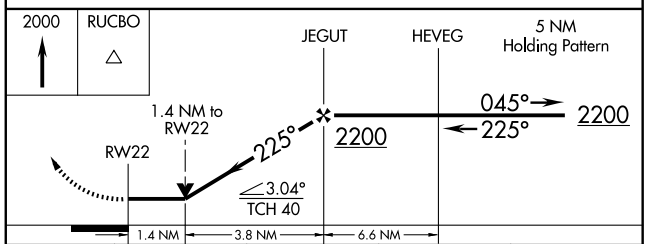
NA

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

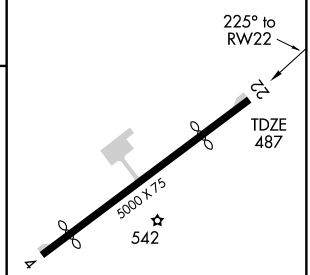
MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L





ELEV 489



CATEGORY	A	B	C	D
LNAV MDA	960-1 473 (500-1)		960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

MIRL Rwy 4-22 L

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC MCB	APP CRS	Rwy ldg	N/A
116.7	334°	TDZE	N/A
Chan 114		Apt Elev	489

VOR/DME-A

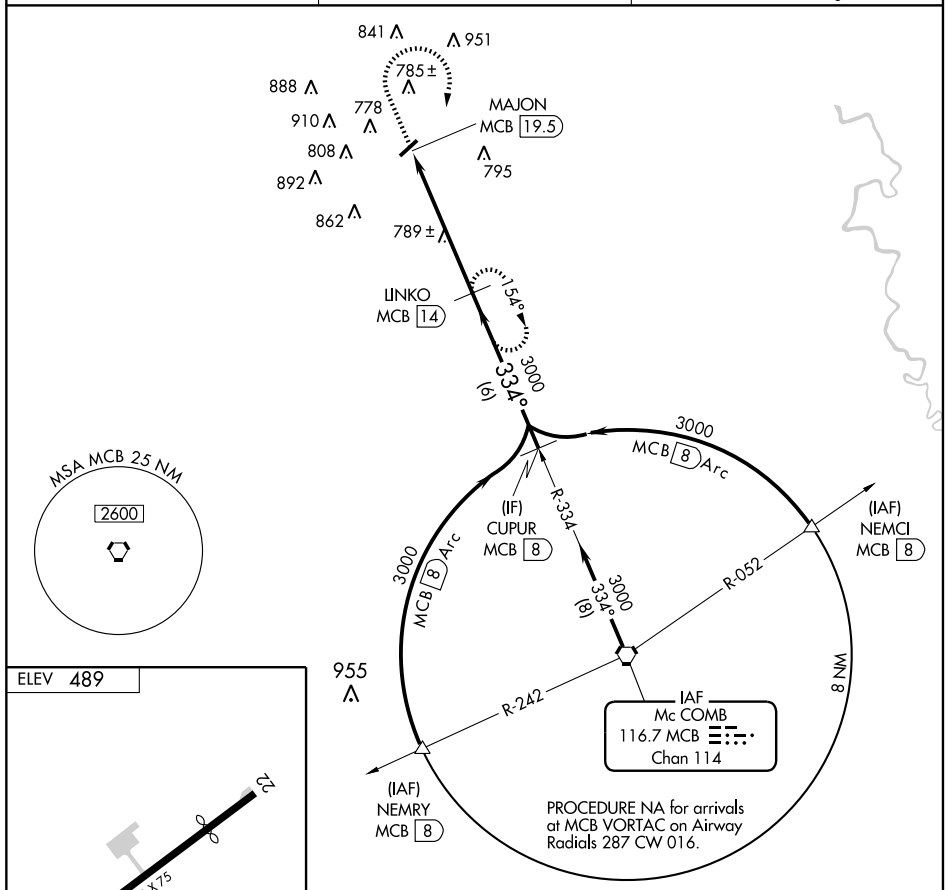
BROOKHAVEN-LINCOLN COUNTY (1R7)

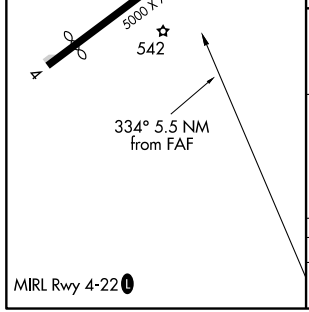
Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

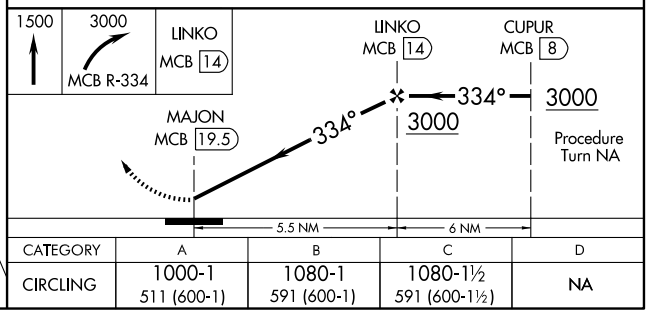
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1000-1 511 (600-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5404
181°	TDZE	173
	Apt Elev	173

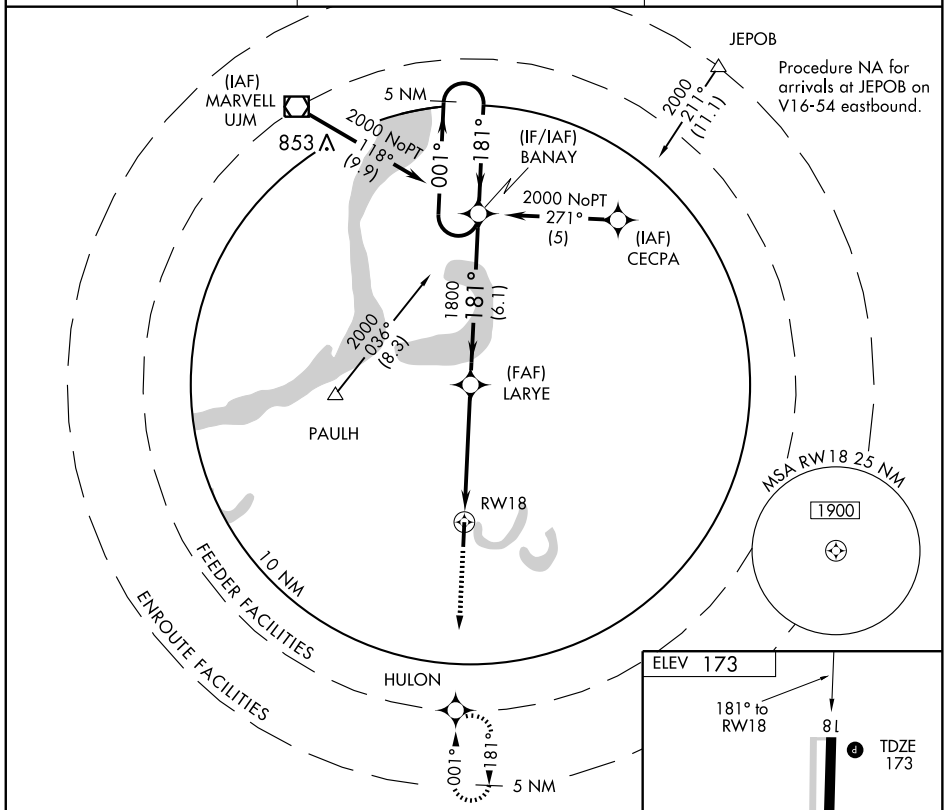
RNAV (GPS) RWY 18
CLARKSDALE/FLETCHER FIELD (CKM)

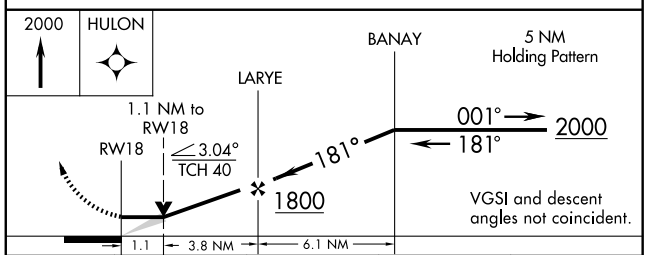
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

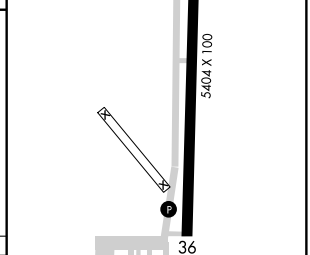
NA

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 387 (400-1)			560-1¼ 387 (400-1¼)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

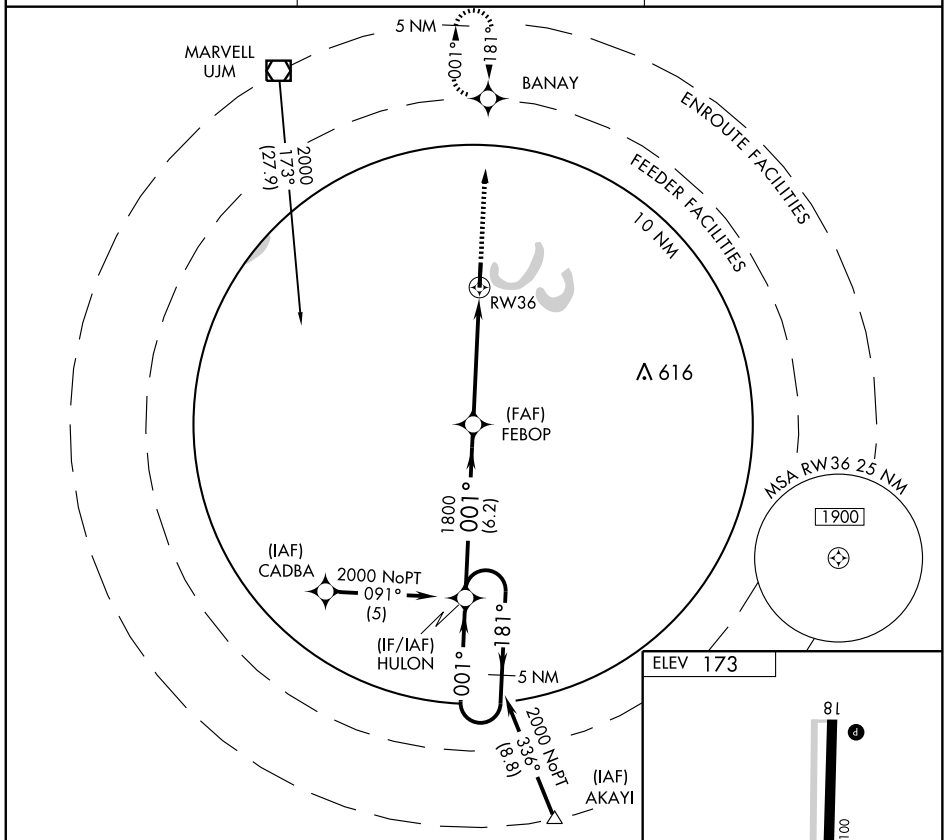
APP CRS	Rwy ldg	5404
001°	TDZE	173
	Apt Elev	173

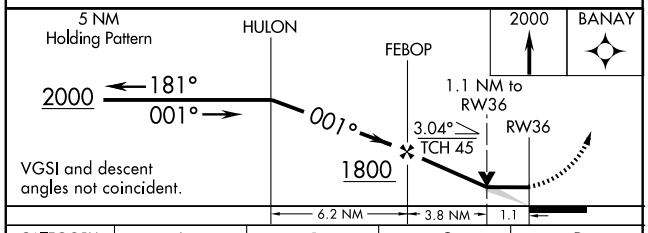
RNAV (GPS) RWY 36
CLARKSDALE/FLETCHER FIELD (CKM)

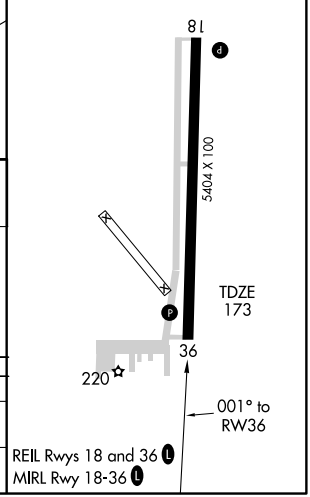
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC UJM	APP CRS	Rwy ldg	5404
109.6	152°	TDZE	173
Chan 33		Apt Elev	173

VOR/DME RWY 18

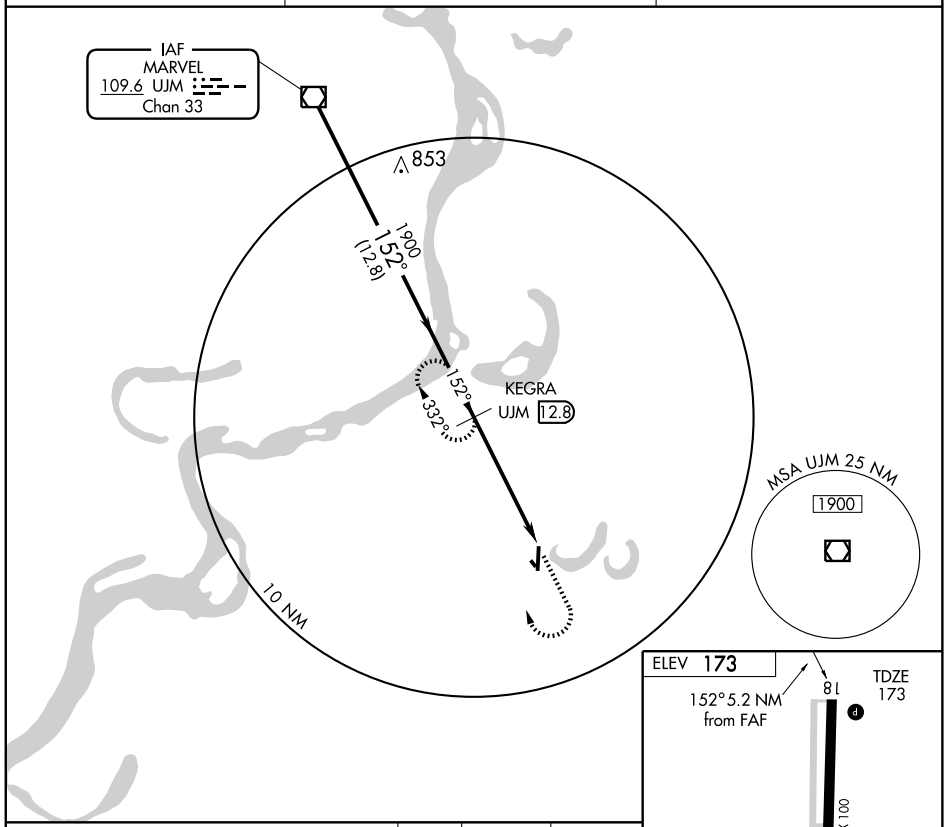
CLARKSDALE/FLETCHER FIELD (CKM)

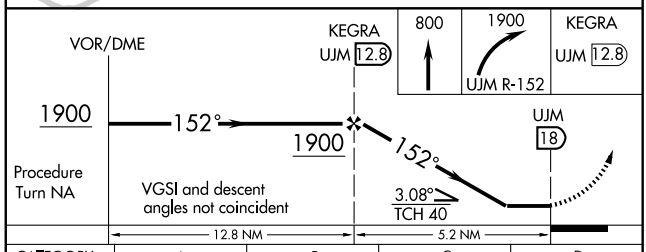
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.

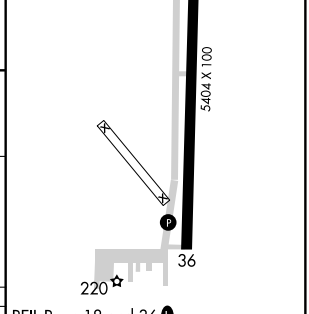
NA

MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	560-1 387 (400-1)		560-1¼ 387 (400-1¼)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4002
359°	TDZE	140
	Apt Elev	140

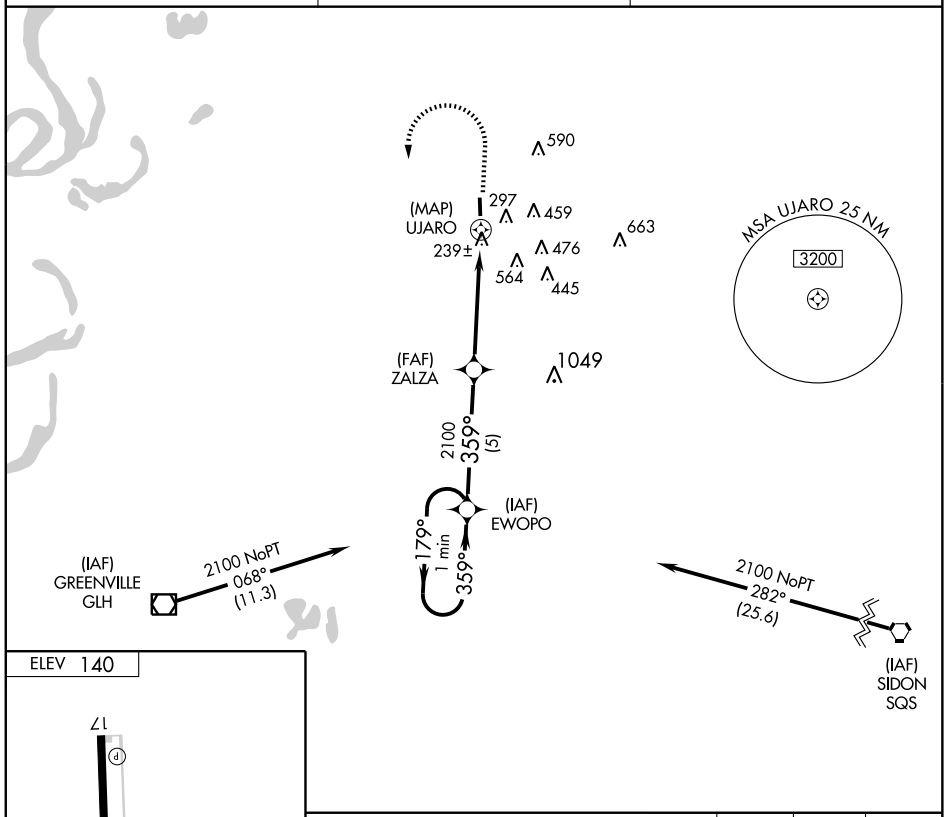
GPS RWY 35
CLEVELAND MUNI (RNV)

NA

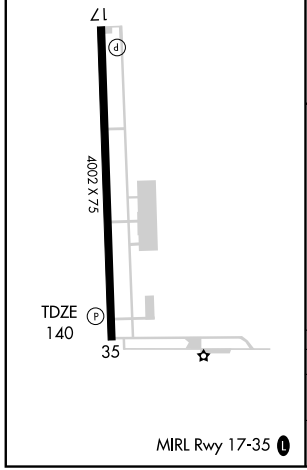
When local altimeter setting not received, use Greenwood altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct EWOPO WP and hold.

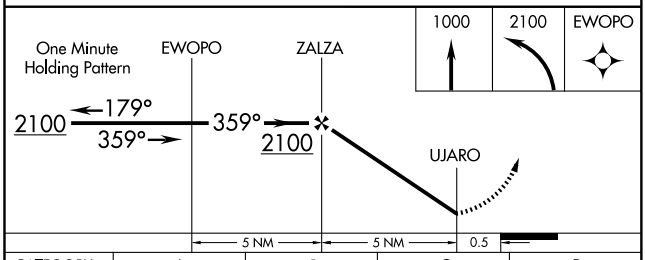
AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L



ELEV 140



MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-35	580-1 440 (500-1)		580-1¼ 440 (500-1¼)	580-1½ 440 (500-1½)
CIRCLING	700-1 560 (600-1)		820-2 680 (700-2)	1040-2¾ 900 (900-2¾)

NDB RNV	APP CRS	Rwy ldg	4002
272	171°	TDZE	140
		Apt Elev	140

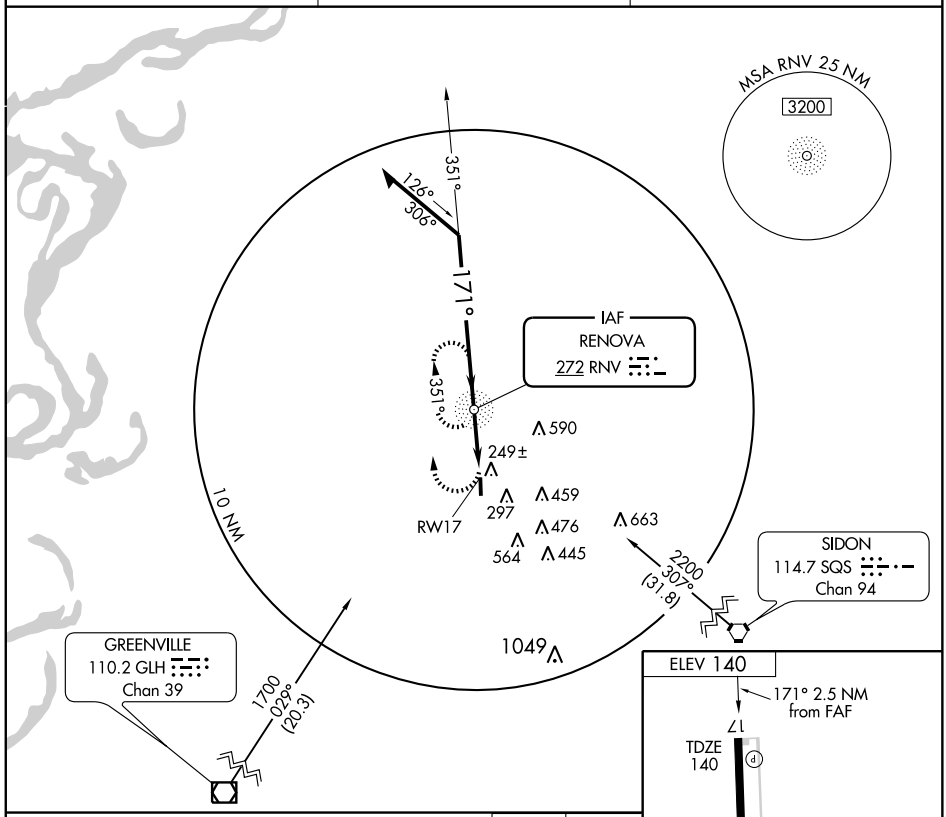
NDB or GPS RWY 17
CLEVELAND MUNI (RNV)

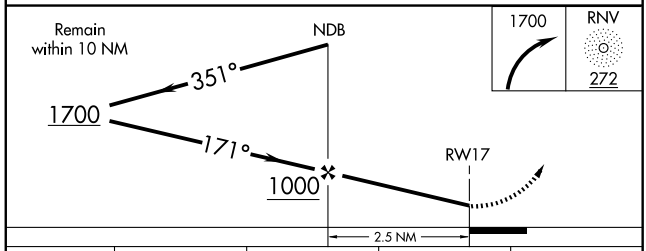
Use Greenwood altimeter setting.

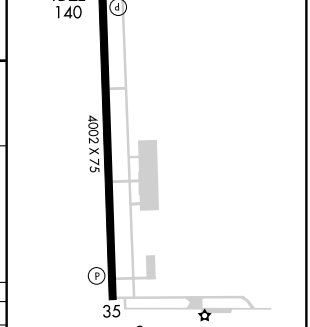
NA

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-17	760-1 620 (700-1)		760-1¾ 620 (700-1¾)	760-2 620 (700-2)
CIRCLING	760-1 620 (700-1)		860-2 720 (800-2)	1040-3 900 (900-3)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME GLH	APP CRS	Rwy Idg	N/A
110.2	035°	TDZE	N/A
Chan 39		Apt Elev	140

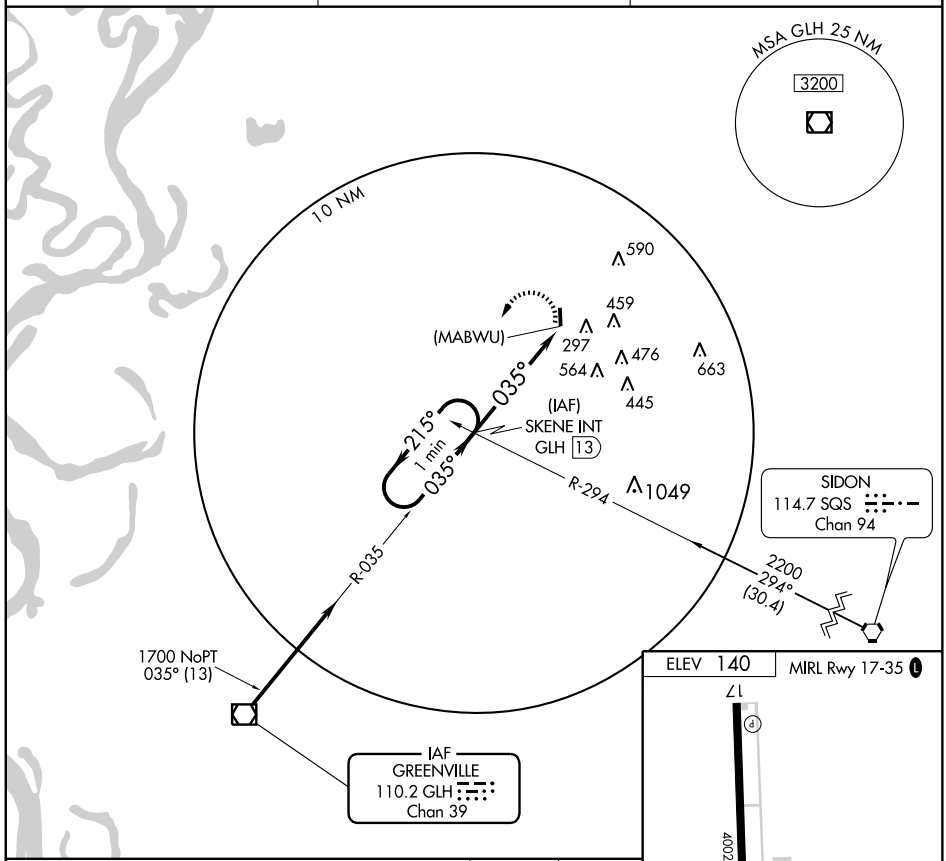
VOR or GPS-A
CLEVELAND MUNI (RNV)

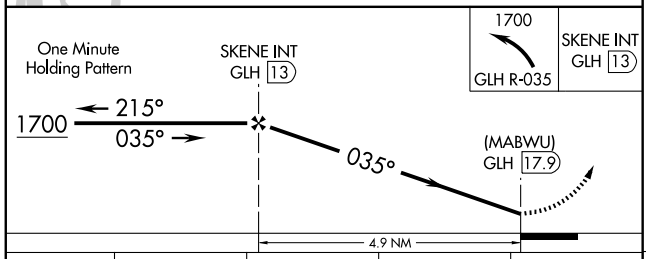
NA

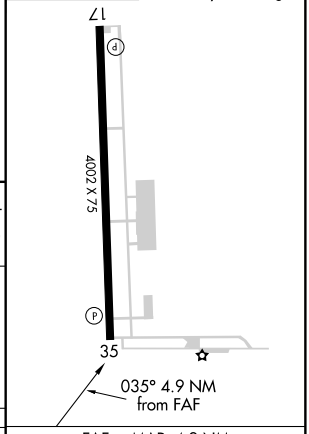
Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1	720 (800-1)	860-2 720 (800-2)	1040-3 900 (900-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4460
234°	TDZE	265
	Apt Elev	265

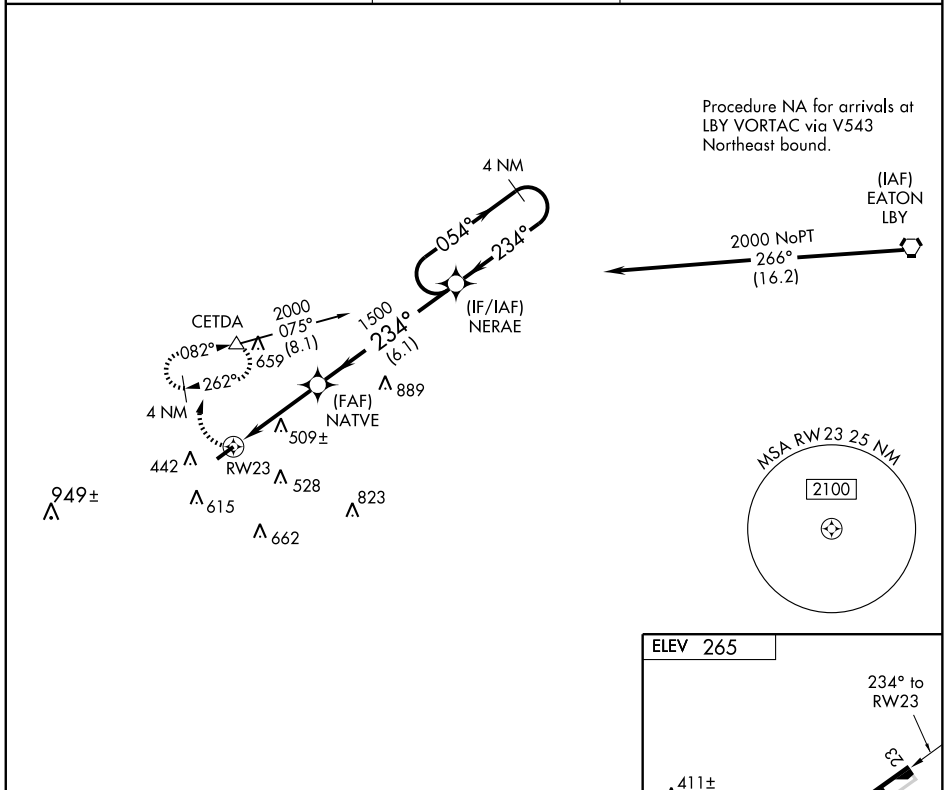
RNAV (GPS) RWY 23
COLUMBIA-MARION COUNTY (ØRØ)

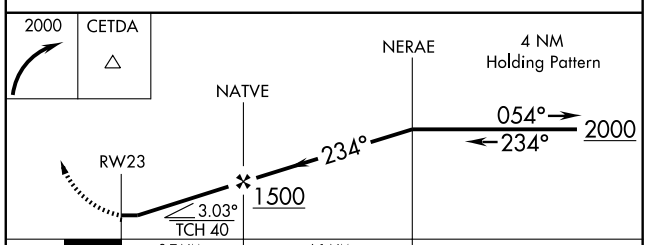
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

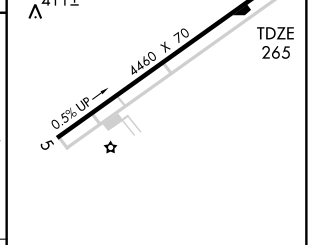
NA

MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

HATTIESBURG-LAUREL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) L



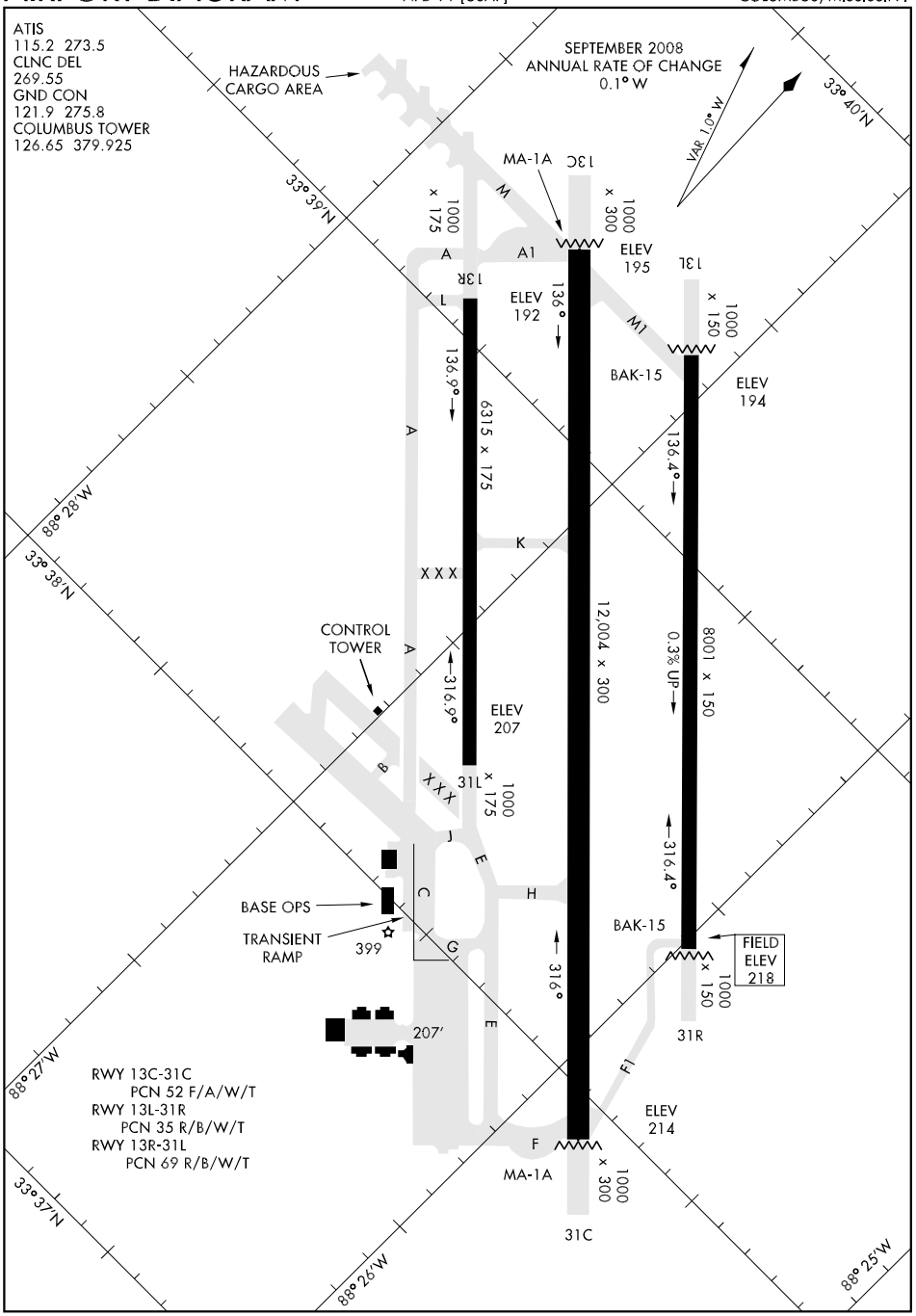




CATEGORY	A	B	C	D
LNAV MDA	840-1 575 (600-1)		840-1½ 575 (600-1½)	840-1¾ 575 (600-1¾)
CIRCLING	840-1 575 (600-1)		840-1½ 575 (600-1½)	1040-2½ 775 (800-2½)

REIL Rwy 23
MIRL Rwy 5-23 L

SC-4, 14 JAN 2010 to 11 FEB 2010


ATIS
115.2 273.5
CLNC DEL
269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
HAZARDOUS CARGO AREA
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.0° W
33° 40'N
33° 39'N
33° 38'N
33° 37'N
88° 28'W
88° 27'W
88° 26'W
88° 25'W
MA-1A
13C
1000 x 300
1000 x 175
ELEV 195
ELEV 192
136°
13R
13L
1000 x 150
BAK-15
ELEV 194
136.9°
6315 x 175
136.4°
12,004 x 300
8001 x 150
0.3% UP
CONTROL TOWER
316.9°
ELEV 207
31L
1000 x 175
316.4°
BAK-15
FIELD ELEV 218
BASE OPS
TRANSIENT RAMP
399
316°
207'
31R
RWY 13C-31C
PCN 52 F/A/W/T
RWY 13L-31R
PCN 35 R/B/W/T
RWY 13R-31L
PCN 69 R/B/W/T
ELEV 214
MA-1A
31C

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

RADAR REQUIRED

HOLLY SPRINGS
112.4 HLI
Chan 71

R-112

V159

HAMILTON
110.4 HAB
Chan 41
L-18

R-294

943

Rwy	Knots	60	120	180	240	300	360
13C/L ⓐ	V/V(fpm)	590	1180	1770	2360	2940	3530
31C/R ⓐ	V/V(fpm)	770	1530	2290	3050	3810	4580
31R ⓑ	V/V(fpm)	210	420	630	840	1050	1260

ⓐ ATC Climb Rate to 3.4 DME or 1800′
ⓑ Obstacle Climb Rate to 600′

COLUMBUS 1 MOA
8000′ - 13,000′
15,000′ - 22,000′

990

COLUMBUS 1 MOA
8000′ - 13,000′
15,000′ - 22,000′

COLUMBUS 1 MOA
8000′ - 13,000′
15,000′ - 22,000′

JANHO
CBM
3.4

386

642

FILAM
CBM
3.4

135°

MENEE
CBM
3.4

315°

958

780

3.4
COSOB
CBM

CALEDONIA
115.2 CBM
Chan 99

V278/J52

R-086

R-266

770

SIDON
114.7 SQS
Chan 94
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
L-18, H-6

DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier 110′ into the overrun approximately 4′ high.

TAKE-OFF RWY 13C: Cross DER at least 35′ AGL. Climb on track 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 13L: Cross DER at least 35′ AGL. Climb on track 135° to intercept CBM R-132, direct MENEE (CBM R-132/3.4DME). Cross MENEE at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 31C: Cross DER at least 35′ AGL. Climb on track 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 31R: Cross DER at least 35′ AGL. Climb on track 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800′, then via ATC instructions.

HI-ILS or LOC/DME RWY 13C

LOC I-CBM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	135°	12,004 / 197 / 218

JAL-91 [USAF]

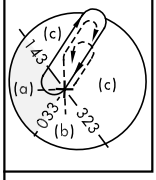
COLUMBUS AFB (KCBM)

* When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



** CAUTION: Runway centerlines separated by 1450 ft.

Max holding alt FL240 Max holding 265 KIAS

CBM 33 033° 213° R-033 (IAF) KOBRE CBM 33 919 WOLOV CBM 23

LR-324 R-315 R-004 663 812 CBM 13 Arc JAMVO CBM 15 FILAK CBM 13 315° PLACD CBM 13 685 135° 2325 R-033 ZIPRO CBM 13 GAITR CBM 5.8 /RADAR 748

Localizer signal usable to 20 DME.

RADAR AND DME REQUIRED

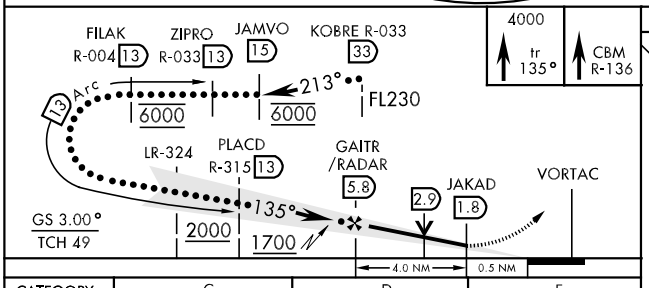
LOCALIZER 109.3 I-CBM

CALEDONIA 115.2 CBM Chan 99

032° (43) BIGBEE 670 770 SNAEK CBM 20 /RADAR 136° 316° Max holding 265 KIAS Max holding alt 7000 25 R-136 20 NM

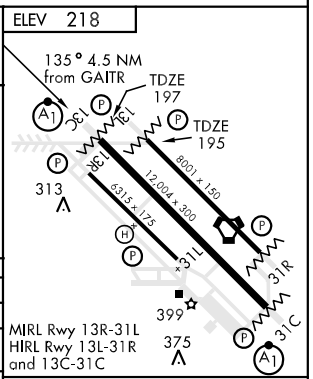
MSA CBM 2.5 NM 150° 3400 060° 2200

EMERG SAFE ALT 100 NM 3700



4000 tr 135° CBM R-136

ELEV 218



CATEGORY	C	D	E
S-ILS 13C	397/40 200 (200-¾)		
S-LOC 13C *	740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
** SIDE STEP 13L	740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

LOC FAF to MAP 4.0 NM					
Knots	120	140	160	180	200
Min:Sec	2:00	1:43	1:30	1:20	1:12

33° 39′N-88° 27′W

HI-ILS or LOC/DME RWY 31C

LOC I-TBB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
108.7	315°	12,004 / 214 / 218

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

* When ALS inop increase CAT CD RVR to 60 and vis to 1¼, CAT E vis to 1½ .

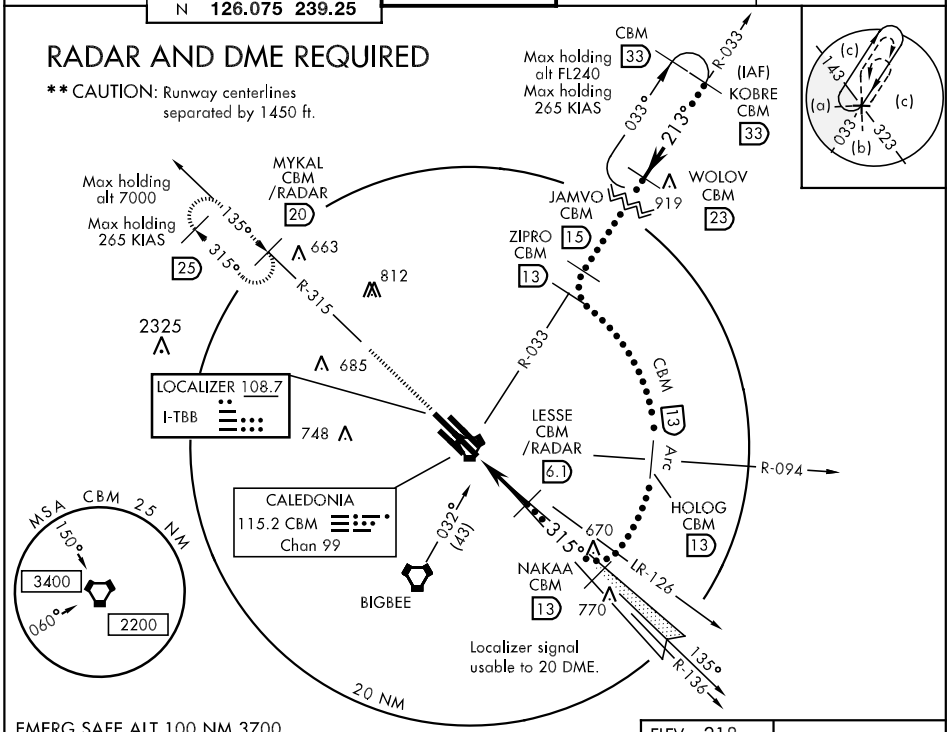
ALSF-1

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

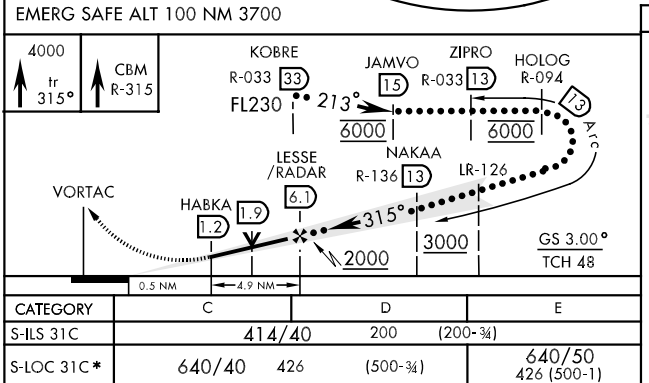
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

RADAR AND DME REQUIRED

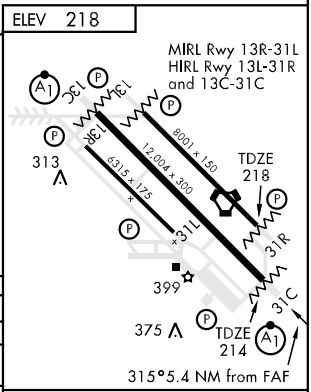
** CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700



ELEV 218



CATEGORY	C	D	E
S-ILS 31C	414/40	200 (200-¾)	
S-LOC 31C*	640/40 426	(500-¾)	640/50 426 (500-1)
SIDE STEP 31R**	640/60 422	(500-1¼)	640-1½ 422 (500-1½)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

ILS or LOC/DME RWY 13C

LOC I-CBM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	135°	12,004 / 197 / 218

AL-91 [USAF]

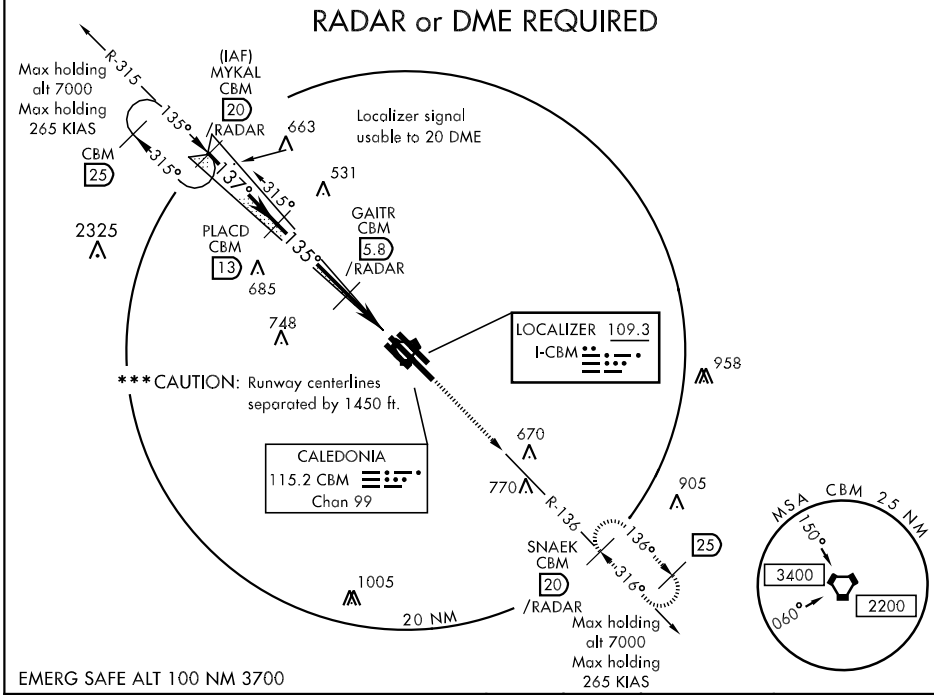
COLUMBUS AFB (KCBM)

▼*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

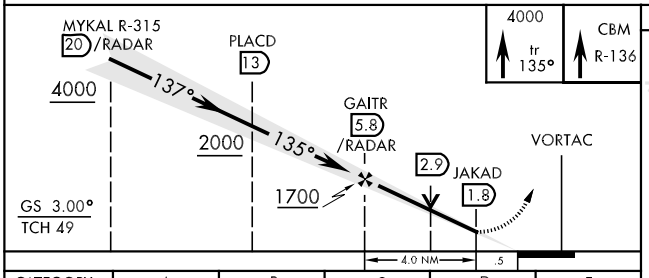
ALSF-1

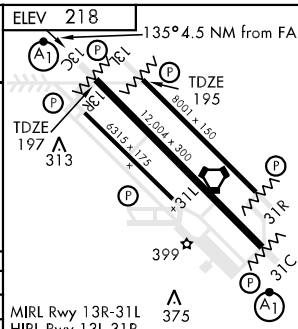
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 13C *	397/24 200 (200-½)		397/40 200 (200-¾)		
S-LOC 13C **	740/40 543 (600-¾)		740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
SIDESTEP *** RWY 13L	740/50 545 (600-1)		740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.0 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ILS or LOC/DME RWY 31C

LOC I-TBB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
108.7	315°	12,004 / 214 / 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

*When ALS inop, incr CAT AB RVR to 40 and vis to ¾ mile.
**When ALS inop, incr CAT AB RVR to 50 and vis to 1, CAT CD RVR to 60 and vis to 1¼, and CAT E vis to 1½ miles.

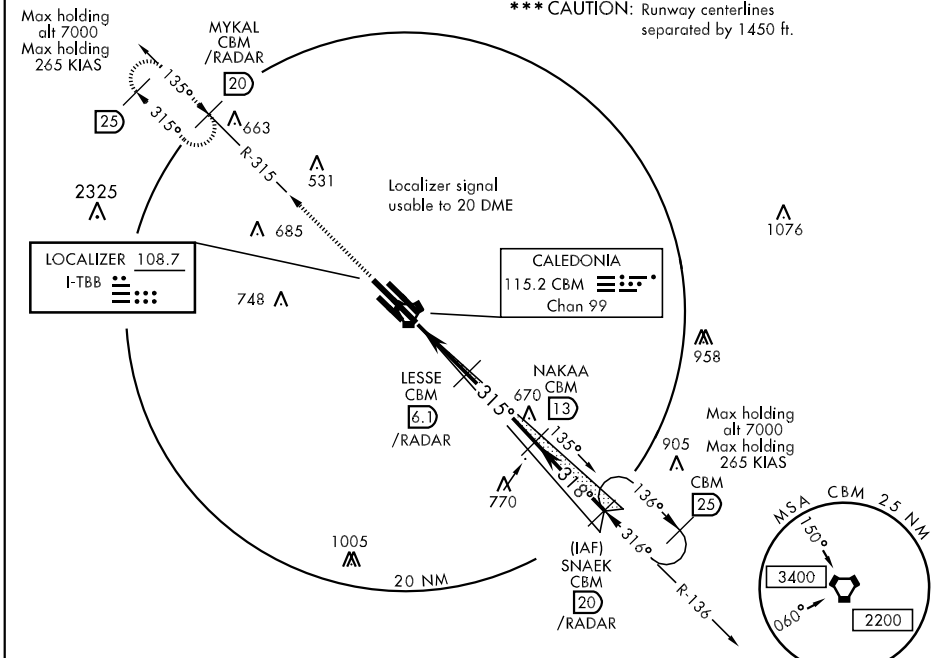
ALSF-1

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

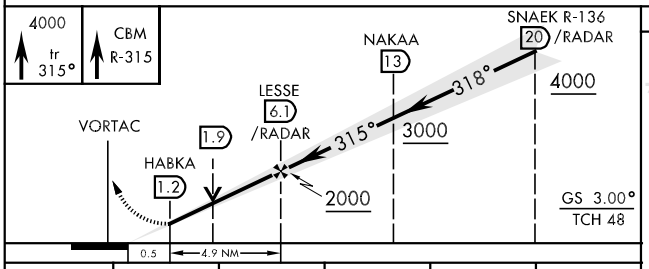
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

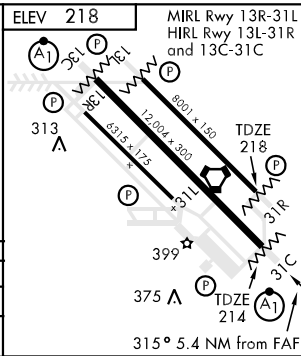
RADAR or DME REQUIRED

***CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 31C *	414/24 200 (200-½)		414/40 200 (200-¾)		
S-LOC 31C**	640/24 426 (500-½)		640/40 426 (500-¾)		640/50 426 (500-1)
SIDESTEP *** RWY 31R	640/50 422 (500-1)		640/60 422 (500-1¼)		640-1½ 422 (500-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RNAV (GPS) E

APCH CRS	Rwy ldg	NA
090°	TDZE	NA
	Arpt Elev	218

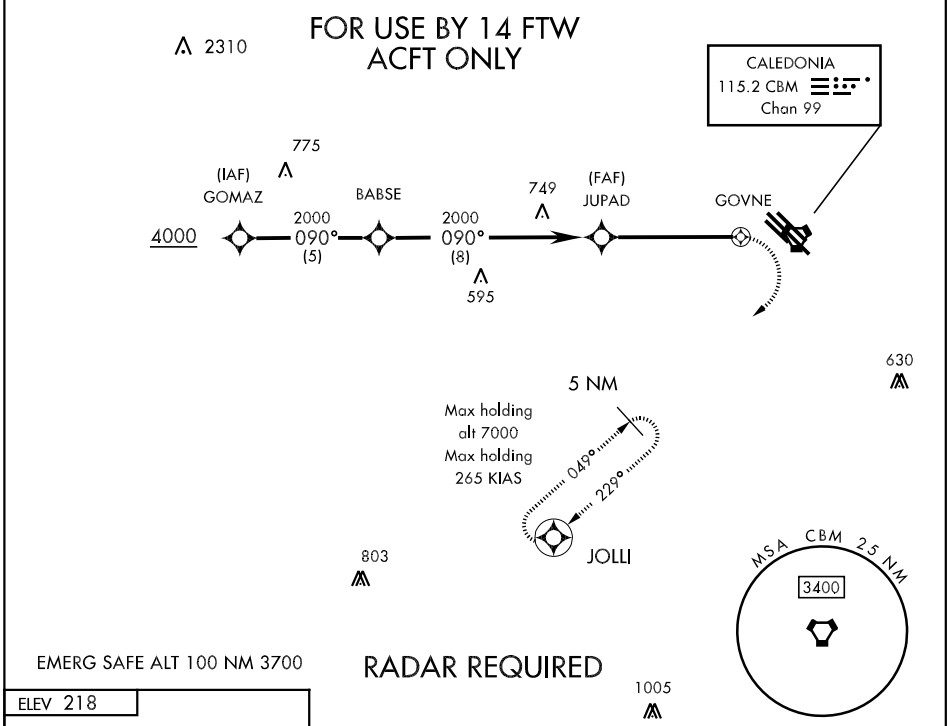
AL-91 [USAF]

COLUMBUS AFB (KCBM)

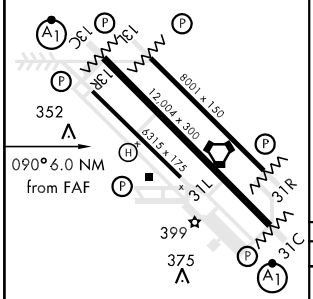
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

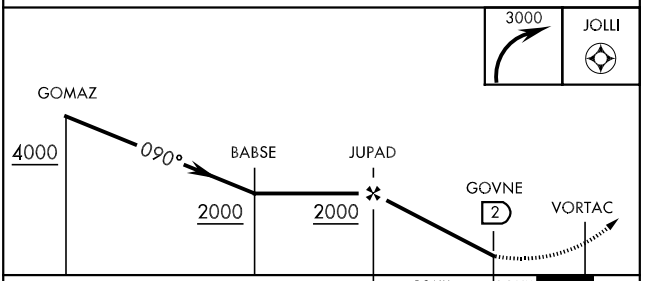
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



ELEV 218



MIRL Rwy 13R-31L
HIRL 13L-31R and 13C-31C



CATEGORY	A	B	C
LNAV/MDA	NOT AUTHORIZED		
CIRCLING	840-1¼ 622 (700-1¼)		840-1¾ 622 (700-1¾)

RNAV (GPS) F

APCH CRS	Rwy ldg	NA
359°	TDZE	NA
	Arpt Elev	218

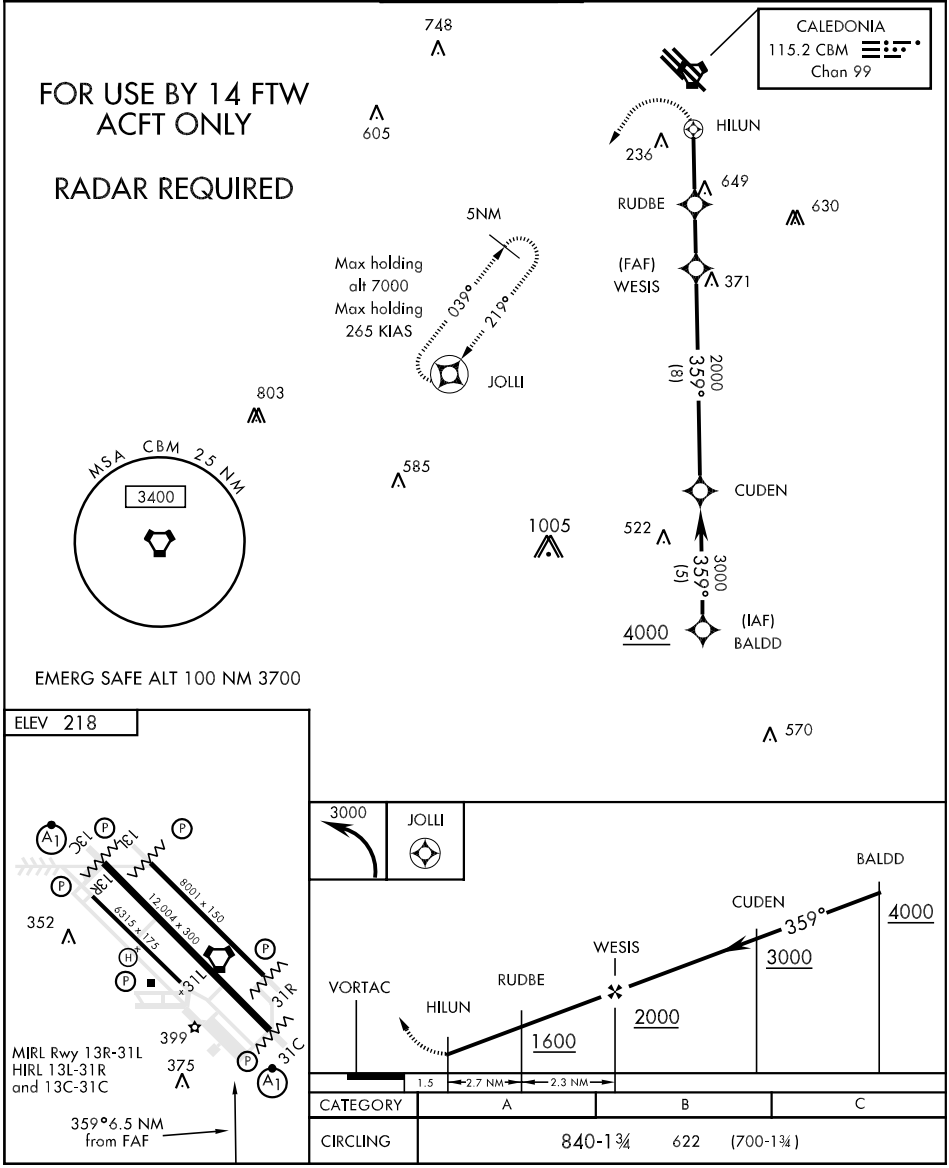
AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



CATEGORY	A	B	C
CIRCLING	840-1¾ 622 (700-1¾)		

RNAV (GPS) RWY 13C

APCH CRS	Rwy ldg	TDZE	Arpt Elev
135°	12,004	197	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

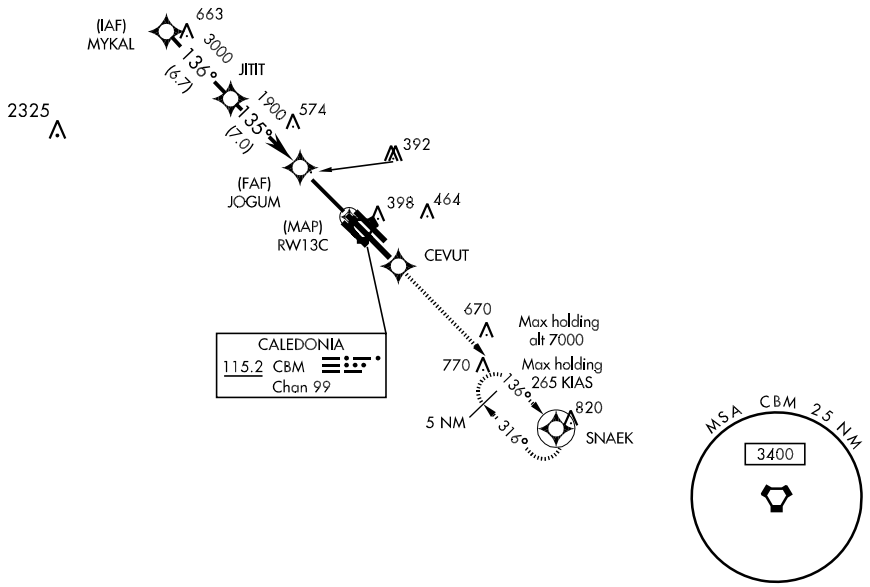
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

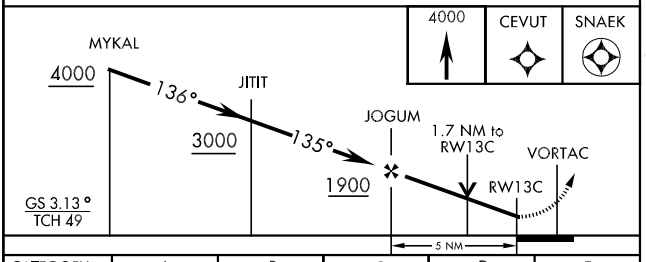
MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

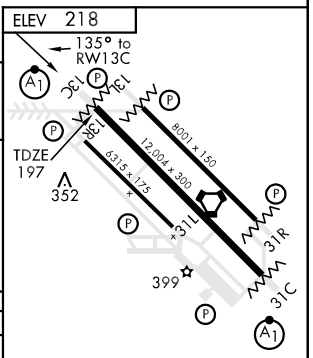
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
LNAV MDA *	780/40 583 (600-¾)		780/50 583 (600-1)	780/60 583 (600-1¼)	780-1½ 583 (600-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

RNAV (GPS) RWY 31C

COLUMBUS AFB (KCBM)

AL-91 [USAF]

APCH CRS	Rwy ldg	TDZE	Arpt Elev
315°	12,004	214	218

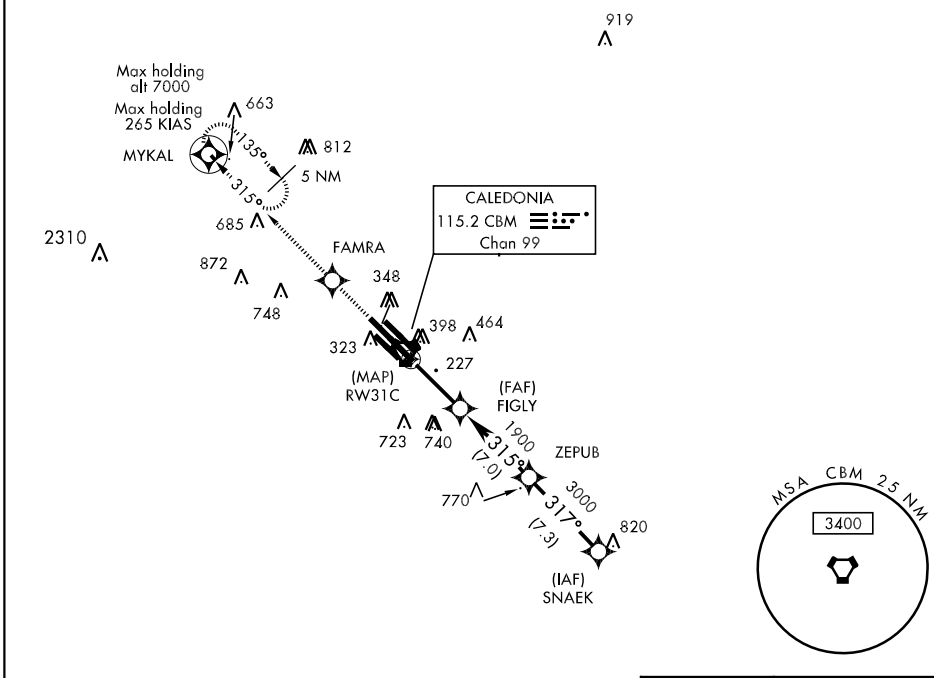
* When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

ALSF-1

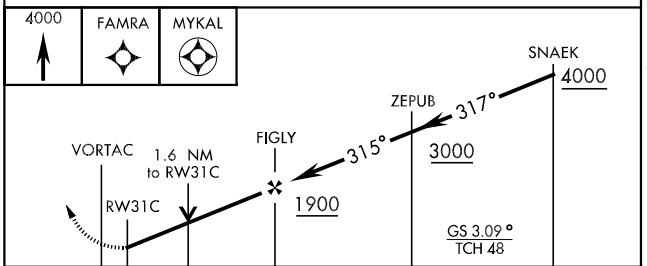
MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

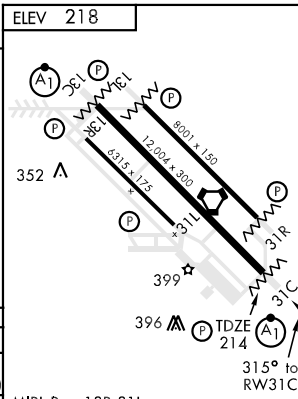
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700





MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

CATEGORY	A		B	C	D	E
LNAV MDA *	780/24	566	(600-½)	780/50 566 (600-1)	780/60 566 (600-1¼)	780-1½ 566 (600-1½)
CIRCLING	840-1	622	(700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

VOR/DME A

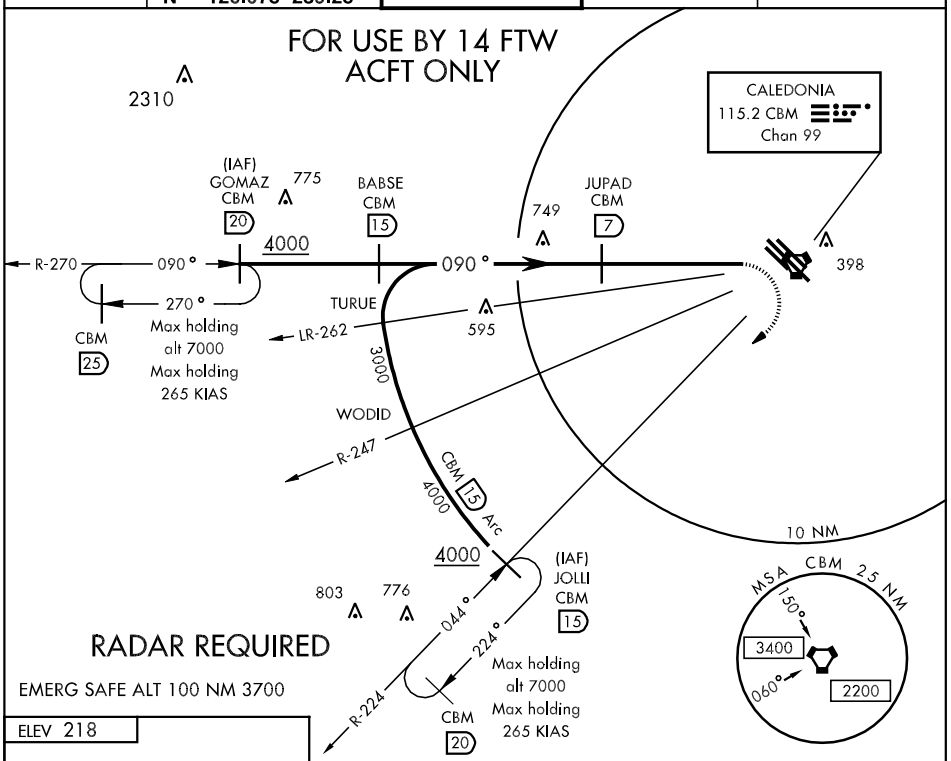
VORTAC CBM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
115.2 Chan 99	090°	NA / NA / 218

AL-91 [USAF]

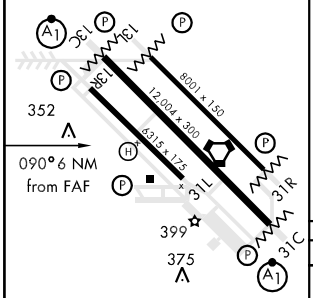
COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

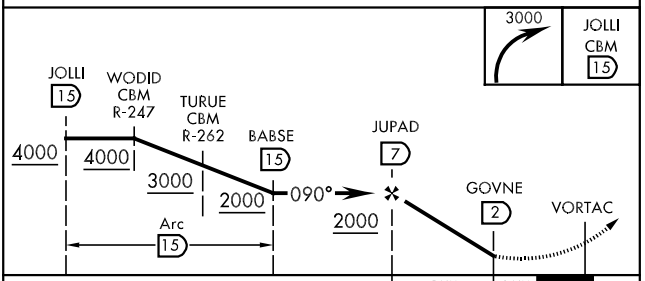
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



ELEV 218



MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C



CATEGORY	A	B	C
S-13R	NOT AUTHORIZED		
CIRCLING	840-1¼ 622 (700-1¼)		840-1¾ 622 (700-1¾)

VOR/DME B

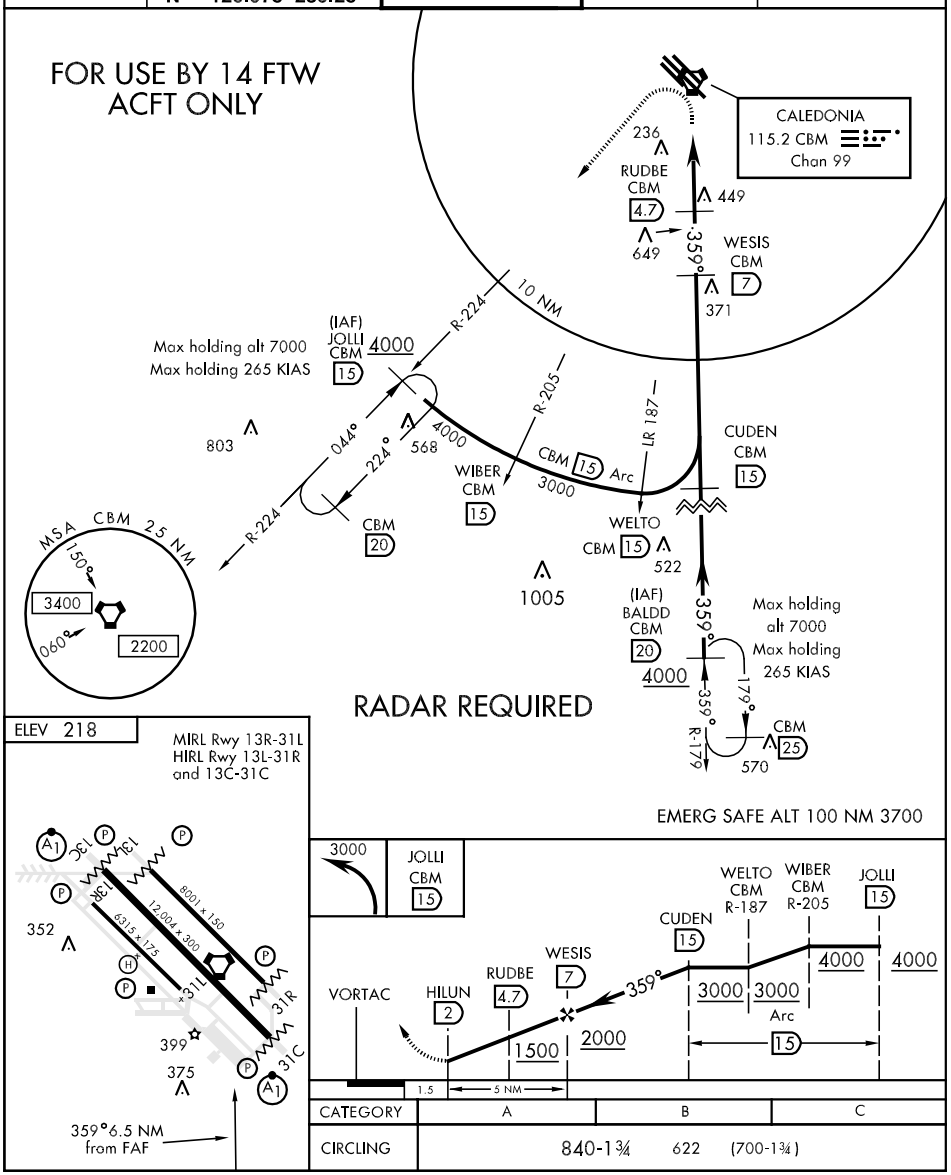
VORTAC CBM 115.2 Chan 99	APCH CRS 359°	Rwy ldg NA TDZE NA Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



CATEGORY	A	B	C
CIRCLING	840-1¾ 622 (700-1¾)		

VOR/DME or TACAN RWY 13C

VORTAC CBM	APCH CRS	Rwy ldg 12,004
115.2	133°	TDZE 197
Chan 99		Arpt Elev 218

AL-91 [USAF]

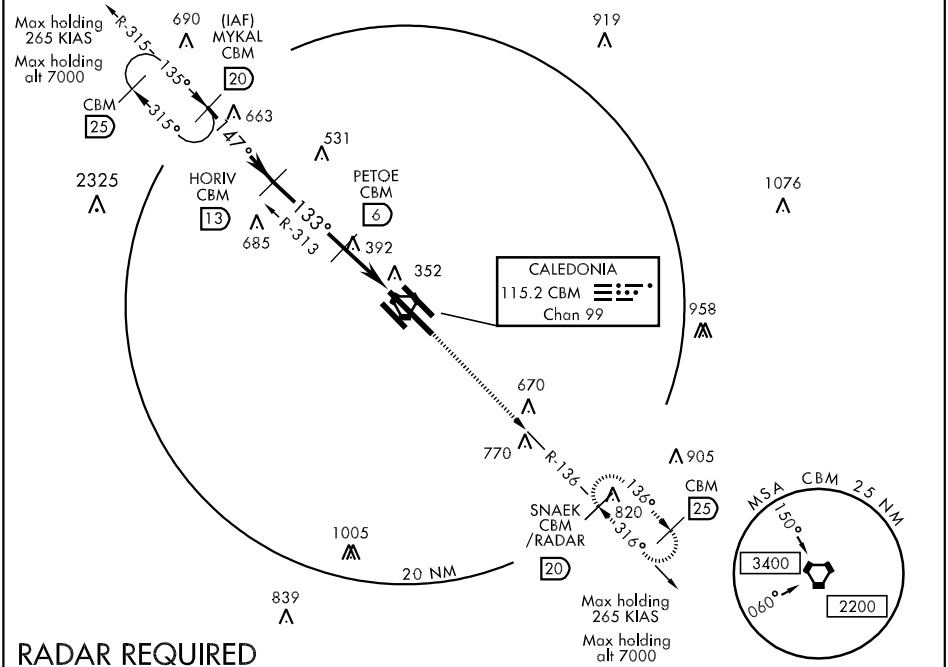
COLUMBUS AFB (KCBM)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

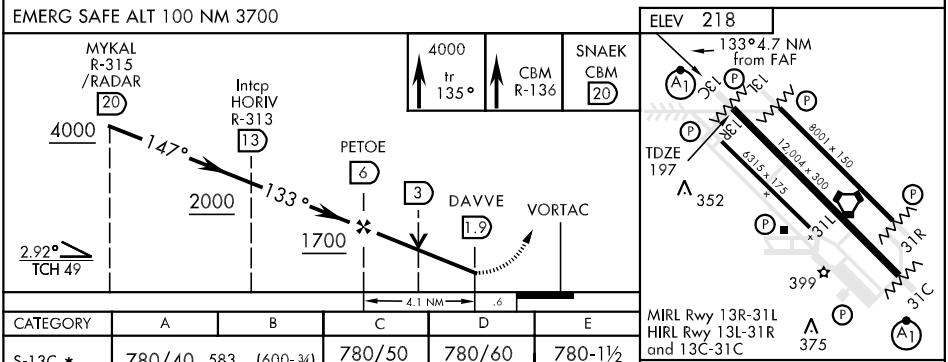
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13C *	780/40 583 (600-¾)		780/50 583 (600-1)	780/60 583 (600-1¼)	780-1½ 583 (600-1½)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180	200
Min:Sec	4:06	2:44	2:03	1:38	1:22	1:14

VOR/DME or TACAN RWY 13L

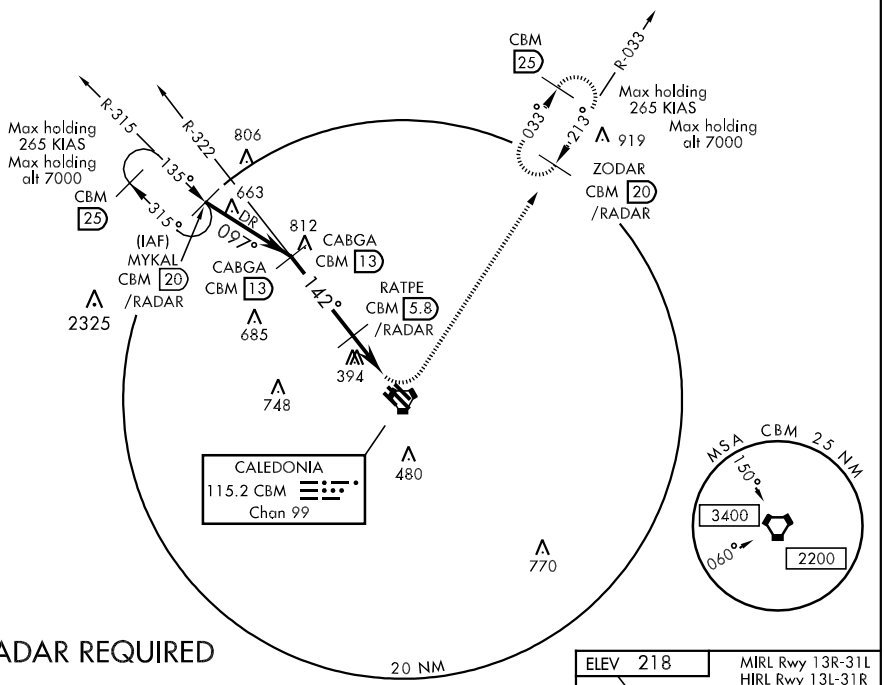
VORTAC CBM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
115.2 Chan 99	142°	8001 / 195 / 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

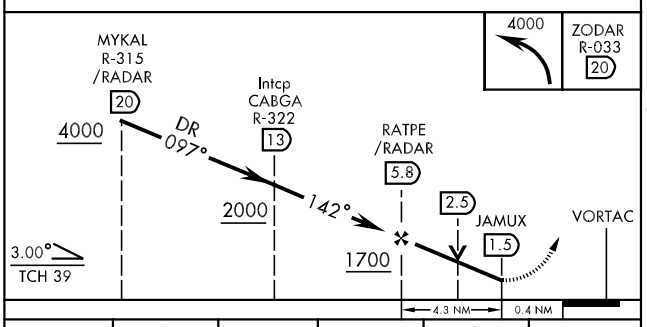
MISSED APPROACH: Climbing left turn to 4000 direct ZODAR and hold or as directed by ATC.

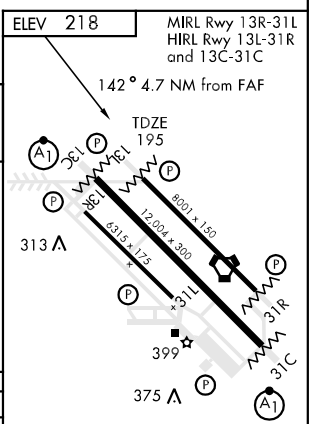
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-13L	700/50 505 (500-1)		700-1½ 505 (500- 1½)		700-1¾ 505 (500-1¾)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

VOR/DME or TACAN RWY 31C

VORTAC CBM	APCH CRS	Rwy ldg 12,004
115.2	317°	TDZE 214
Chan 99		Arpt Elev 218

AL-91 [USAF]

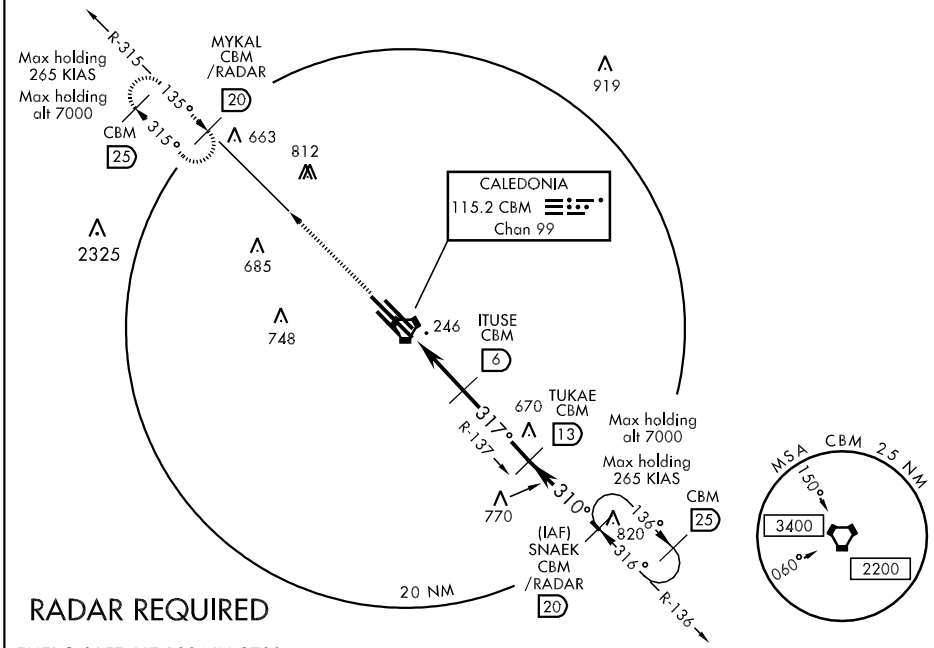
COLUMBUS AFB (KCBM)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1 A1

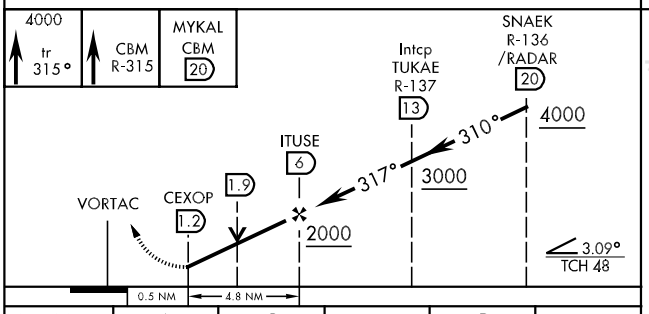
MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

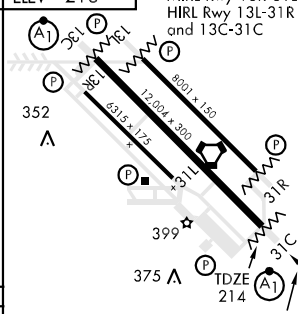
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A		B		C		D		E	
S-31C *	660/24	446	(500-½)	660/40	446	(500-¾)	660/50	446	(500-1)	
CIRCLING	840-1	622	(700-1)	840-1¾	622	(700-1¾)	840-2	622	(700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

VOR/DME or TACAN RWY 31R

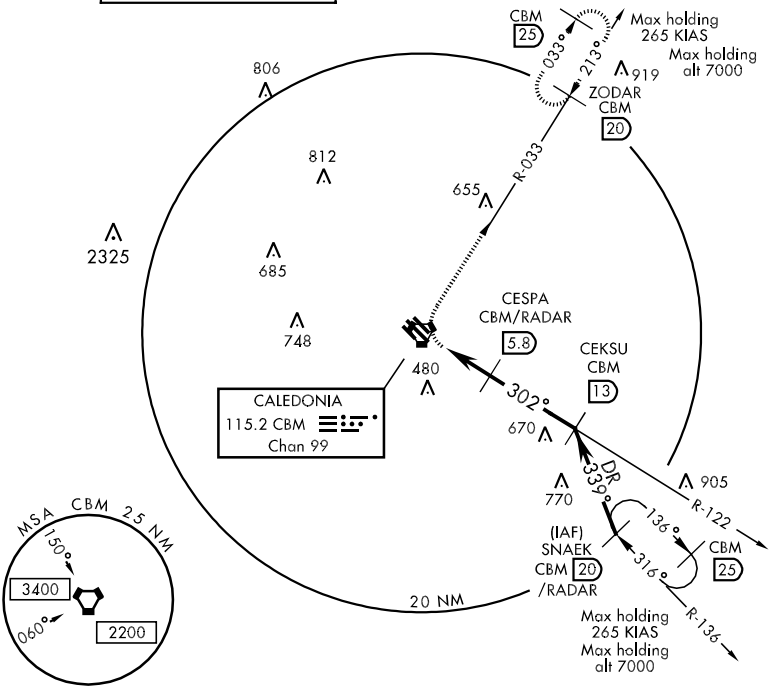
VORTAC CBM	APCH CRS	Rwy ldg	8001
115.2	302°	TDZE	218
Chan 99		Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

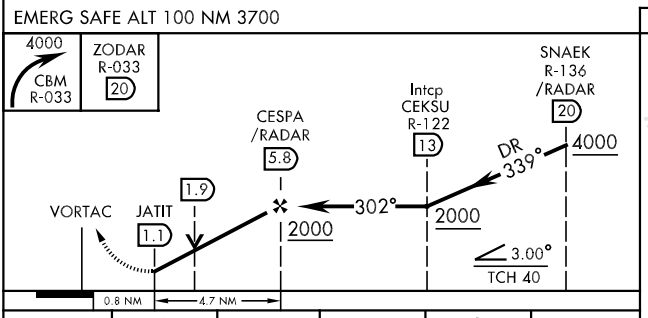
MISSED APPROACH: Climbing right turn to 4000. Intercept CBM R-033 direct ZODAR and hold or as directed by ATC.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

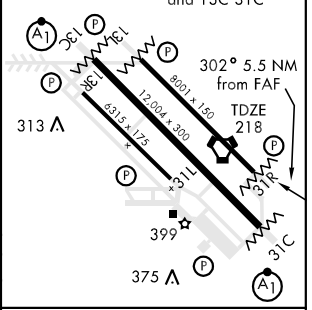
EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31R	780/50 562 (600-1)		780-1½ 562 (600-1½)	780-1¾ 562 (600-1¾)	780-2 562 (600-2)
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)

ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C



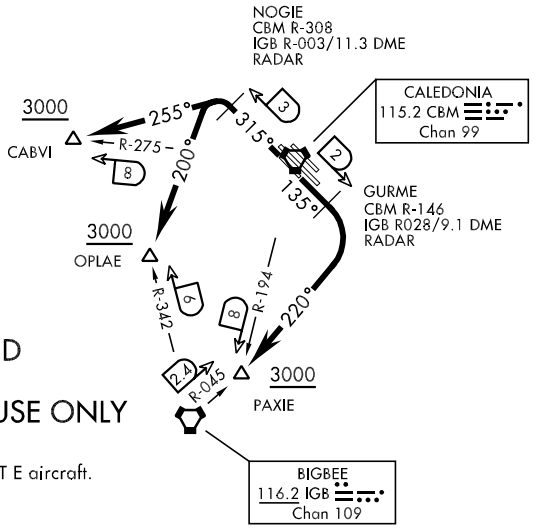
FAF to MAP 4.7 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:42	3:08	2:21	1:53	1:34	1:25

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

978

Rwy	Knots	60	120	180	240	300	360
13R ⓐ	V/V(fpm)	340	680	1010	1350	1680	2020
31L ⓑ	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate
ⓐ to PAXIE or 3000
ⓑ to CABVI / OPLAE or 3000



L-18, H-6

RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE
Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

DEPARTURE ROUTE DESCRIPTION
(BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION
(CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

VORTAC IGB 116.2 Chan 109	APP CRS 097°	Rwy ldg N/A TDZE N/A Apt Elev 188

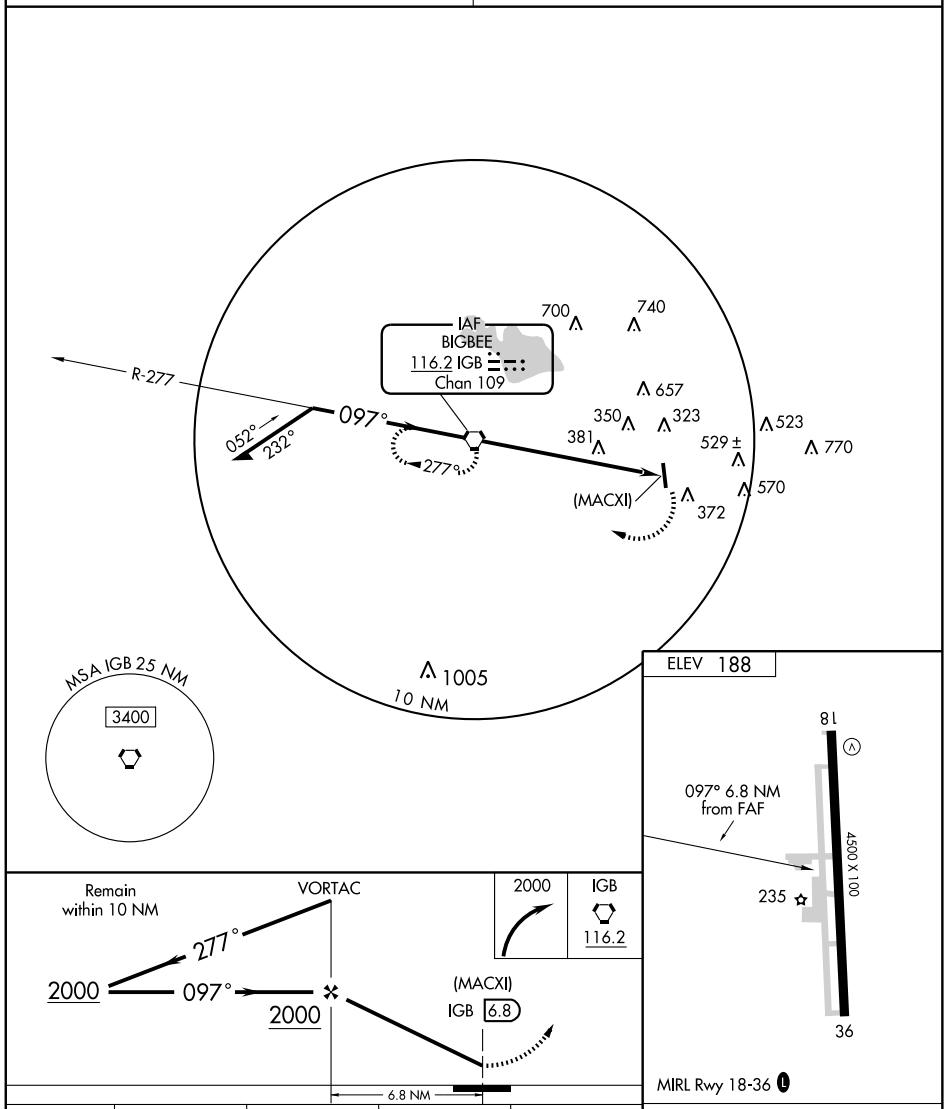
VOR or GPS-A
COLUMBUS-LOWNDES COUNTY (UBS)

Use Columbus AFB altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	720-1 532 (600-1)		840-1¾ 652 (700-1¾)	840-2 652 (700-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SC-4, 14 JAN 2010 to 11 FEB 2010

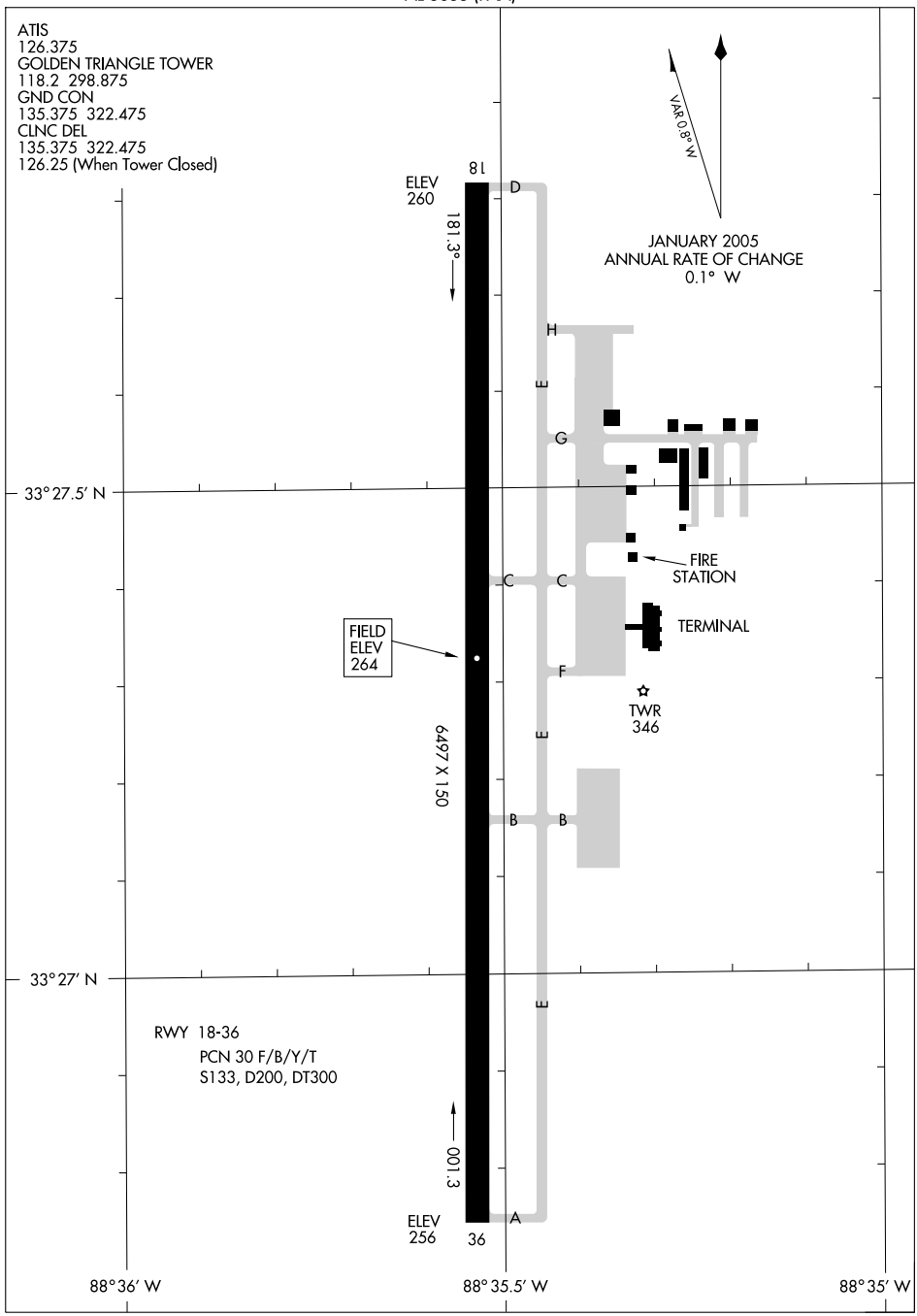
09183

AIRPORT DIAGRAM

AL-5855 (FAA)

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI



SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-GTR	APP CRS	Rwy ldg	6497
110.7	179°	TDZE	264
		Apt Elev	264

ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

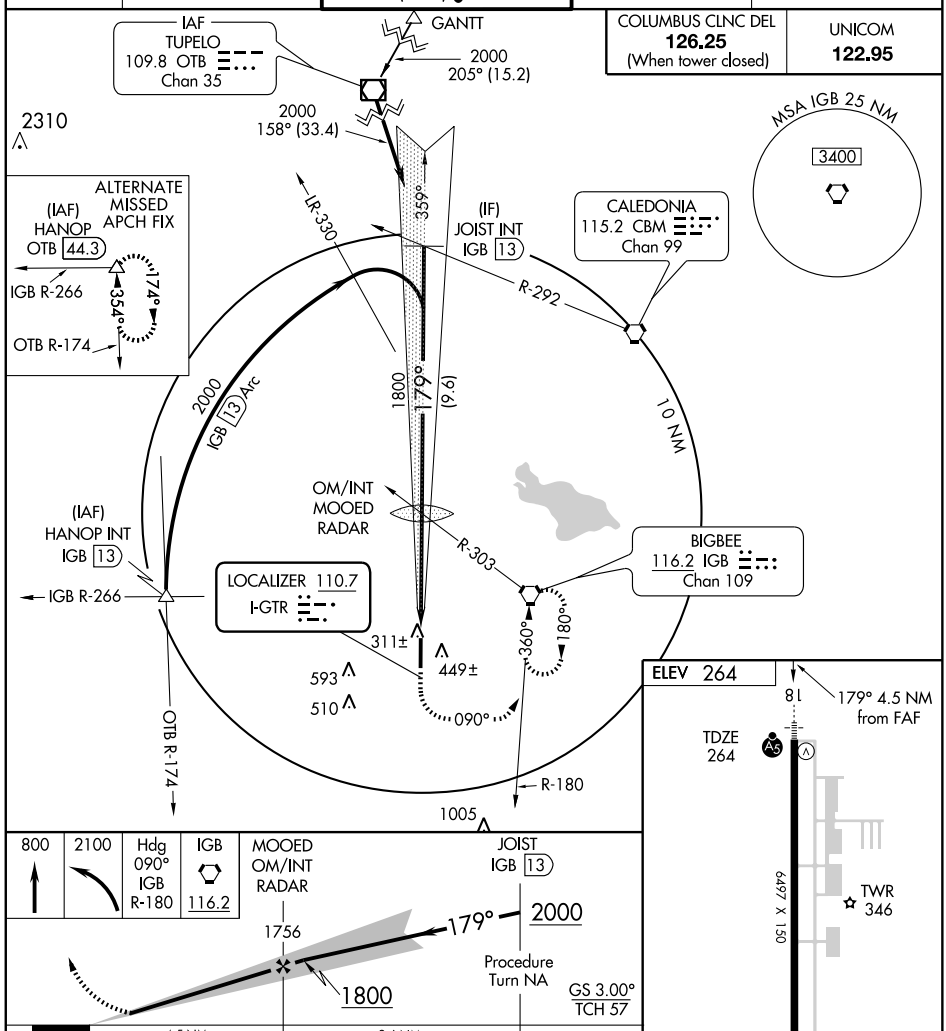
If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet and all MDAs 140 feet.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

ATIS	COLUMBUS APP CON ★	GOLDEN TRIANGLE TOWER ★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL	UNICOM
126.25 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-ILS 18	464-½ 200 (200-½)			
S-LOC 18	640-½ 376 (400-½)			640-¾ 376 (400-¾)
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 63203 W18A	APP CRS 179°	Rwy ldg 6497 TDZE 264 Apt Elev 264

RNAV (GPS) RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

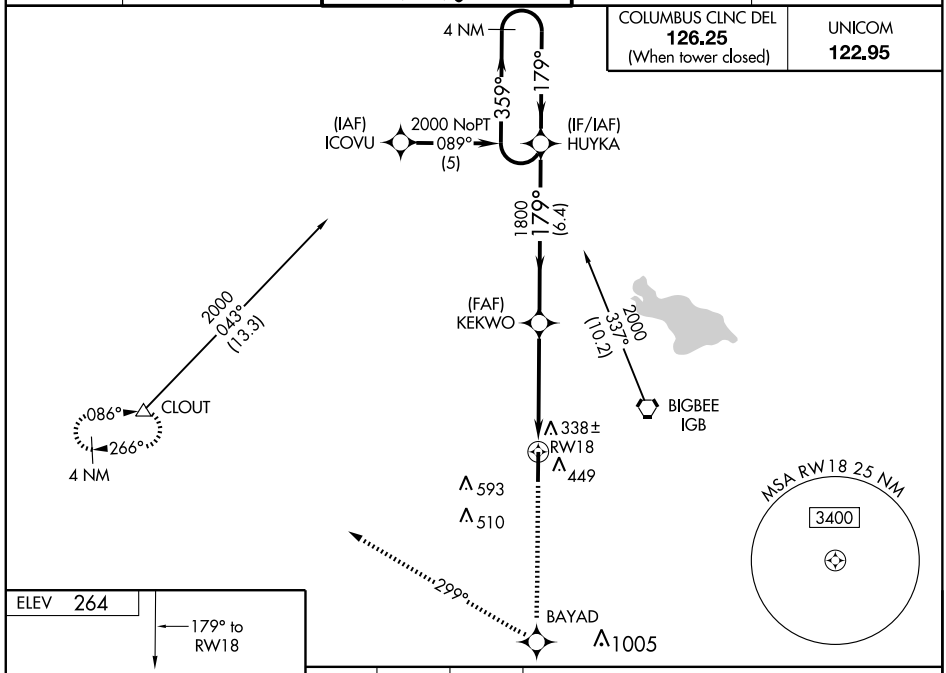
Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile.

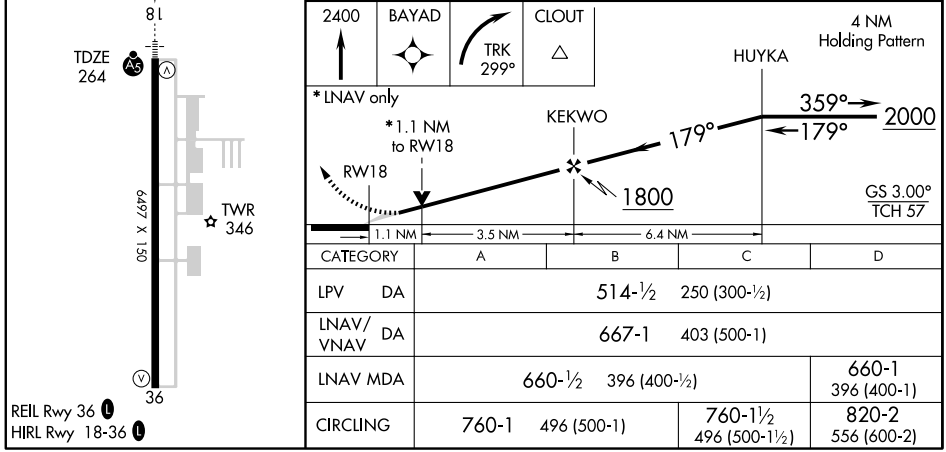
MALSR

MISSED APPROACH: Climb to 2400 direct BAYAD and right turn via 299° track to CLOUT and hold.

ATIS	COLUMBUS APP CON*	GOLDEN TRIANGLE TOWER*	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL	UNICOM
126.25 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	514-½ 250 (300-½)			
LNAV/VNAV DA	667-1 403 (500-1)			
LNAV MDA	660-½ 396 (400-½)			660-1 396 (400-1)
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

WAAS CH 99600 W36A	APP CRS 359°	Rwy ldg 6497 TDZE 264 Apt Elev 264

RNAV (GPS) RWY 36

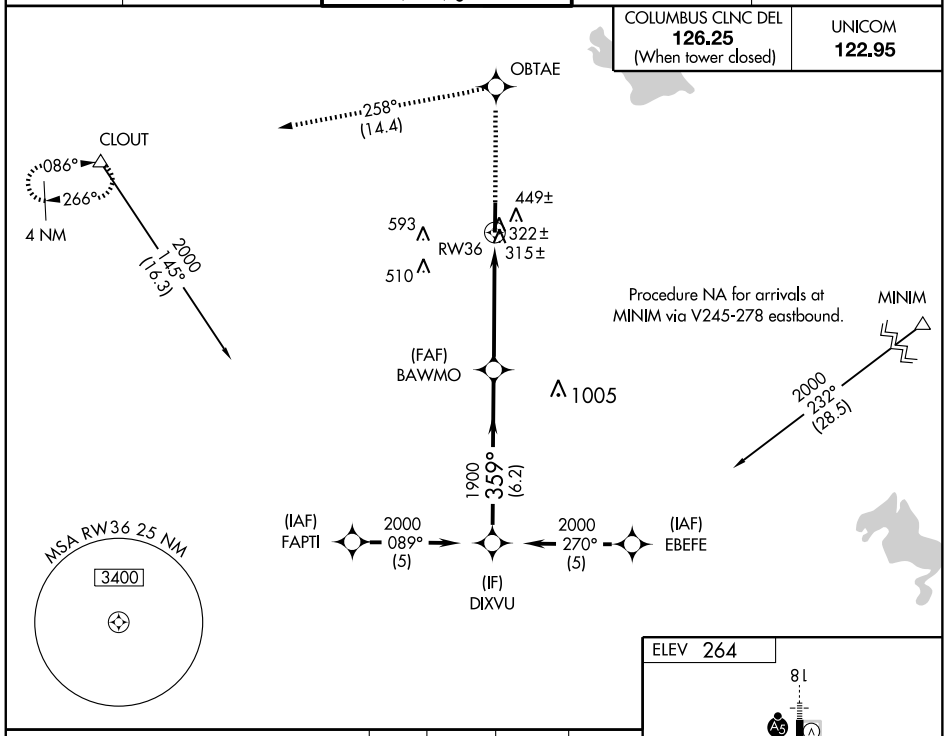
COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

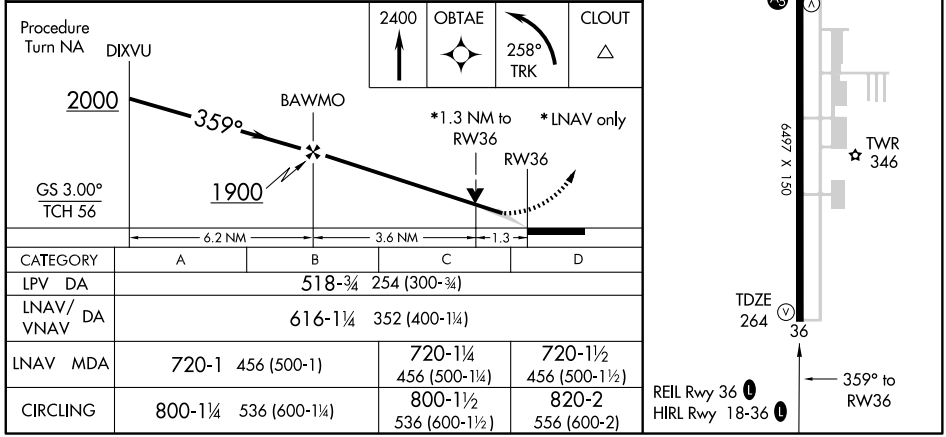
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL	UNICOM
126.25 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	518-¾ 254 (300-¾)			
LNAV/ VNAV DA	616-1¼ 352 (400-1¼)			
LNAV MDA	720-1 456 (500-1)		720-1¼ 456 (500-1¼)	720-1½ 456 (500-1½)
CIRCLING	800-1¼ 536 (600-1¼)		800-1½ 536 (600-1½)	820-2 556 (600-2)

LOC I-UUR	APP CRS	Rwy ldg	6500
111.1	176°	TDZE	414
		Apt Elev	425

ILS or LOC RWY 18

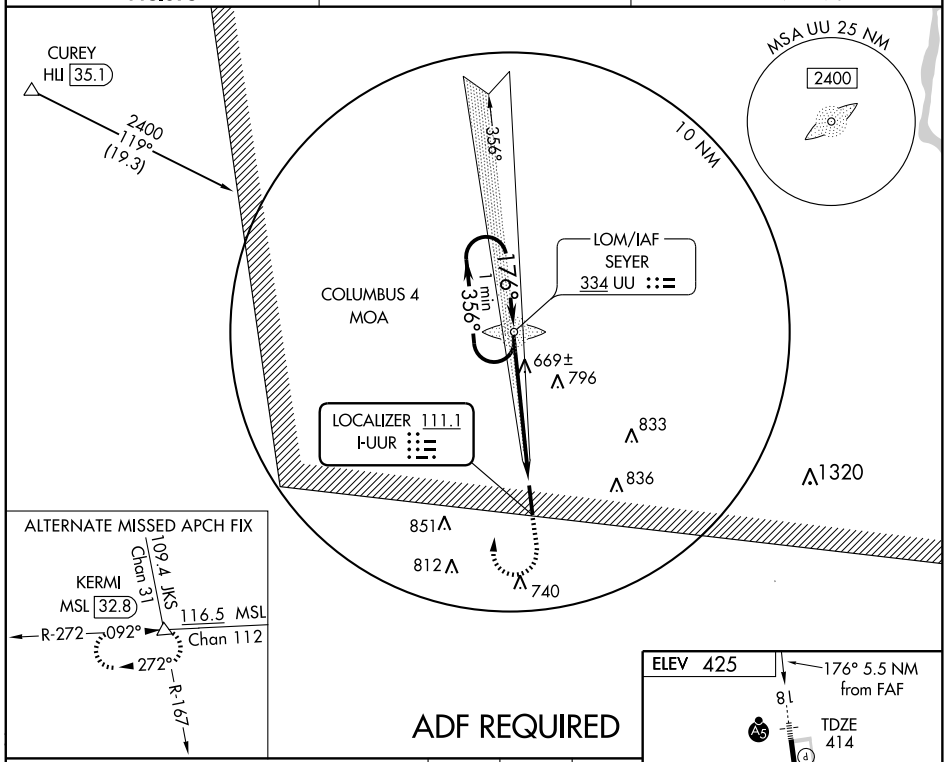
CORINTH/ROSCOE TURNER (CRX)

When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

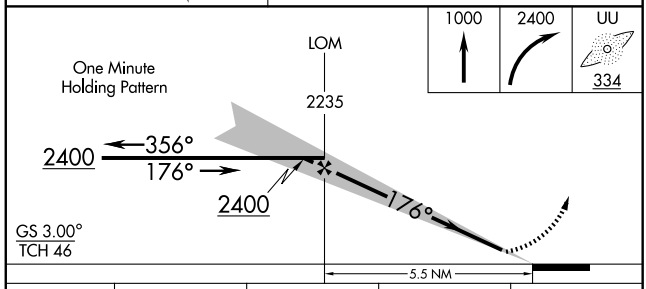
MALSR

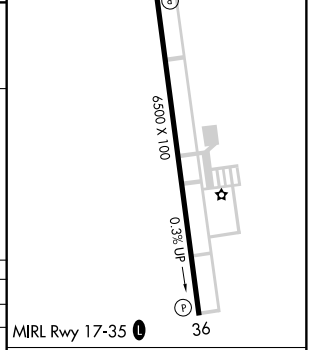
MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 18	614-½ 200 (200-½)			
S-LOC 18	920-½ 506 (500-½)		920-1 506 (500-1)	
CIRCLING	920-1 495 (500-1)		920-1½ 495 (500-1½)	980-2 555 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **72806** **W18A**	APP CRS **176°**	Rwy ldg **6500** TDZE **414** Apt Elev **425**

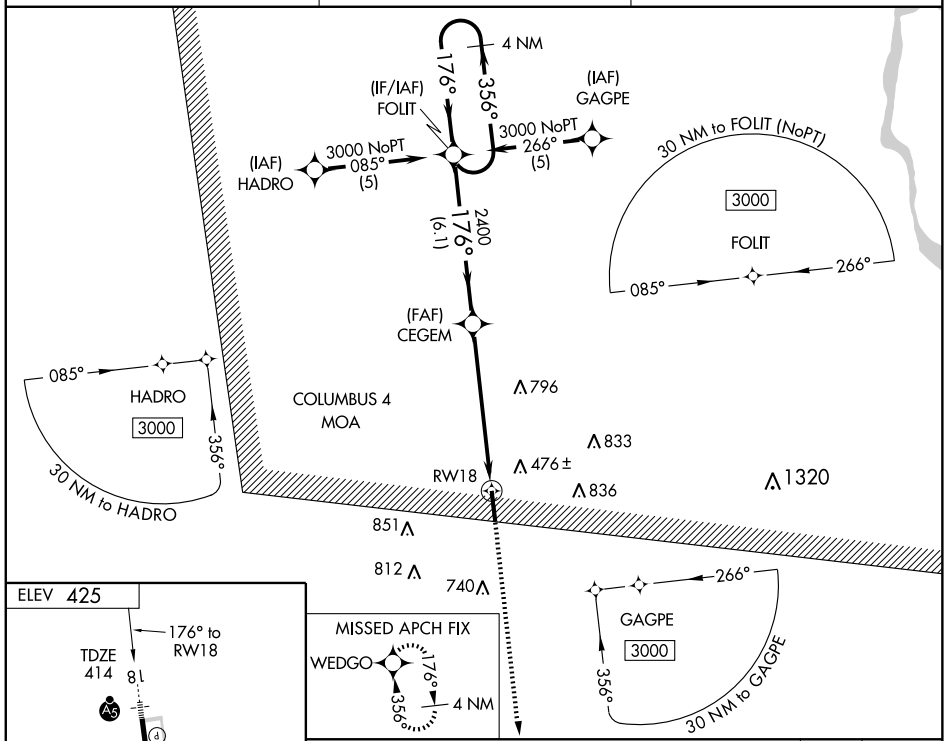
RNAV (GPS) RWY 18
CORINTH/ROSCOE TURNER (CRX)

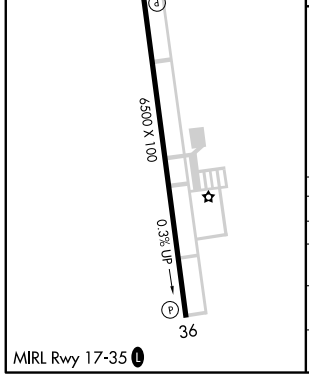
BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

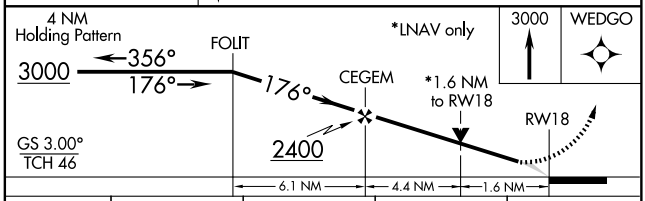
MALSR

MISSED APPROACH: Climb to 3000 direct WEDGO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	**135.9 273.55**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LPV DA	614-½ 200 (200-½)			
LNAV/VNAV DA	744-¾ 330 (400-¾)			
LNAV MDA	940-½ 526 (600-½)		940-1 526 (600-1)	940-1¼ 526 (600-1¼)
CIRCLING	940-1 515 (600-1)		940-1½ 515 (600-1½)	980-2 555 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

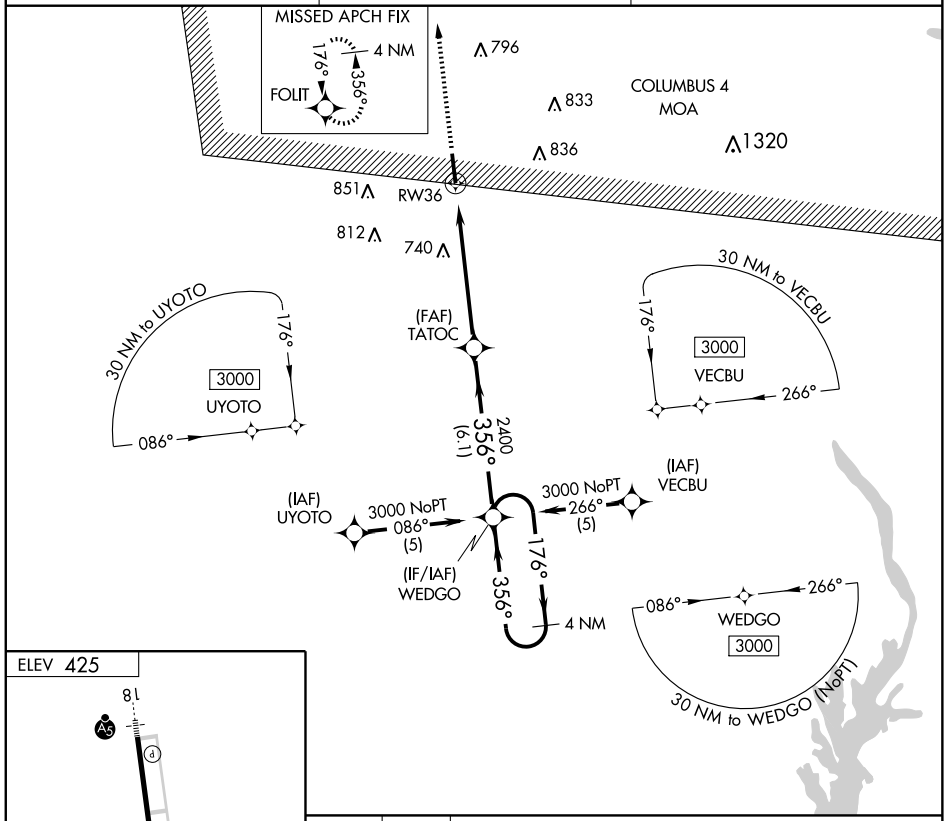
APP CRS	Rwy ldg	6500
356°	TDZE	425
	Apt Elev	425

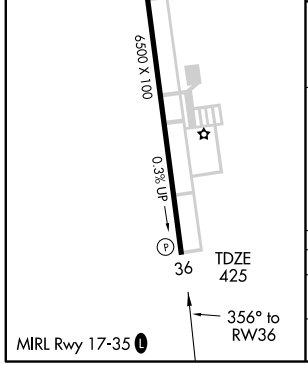
RNAV (GPS) RWY 36
CORINTH/ROSCOE TURNER (CRX)

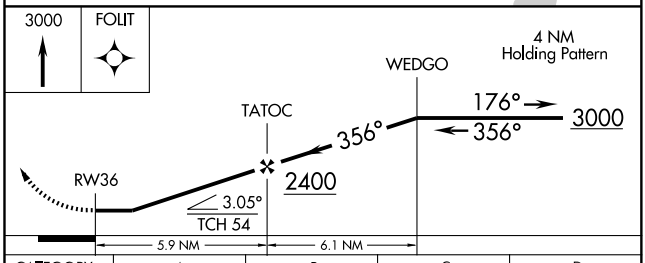
When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 615 (700-1)		1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)
CIRCLING	1040-1 615 (700-1)		1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)

VORTAC SQS	APP CRS	Rwy ldg	N/A
114.7	324°	TDZE	N/A
Chan 94		Apt Elev	137

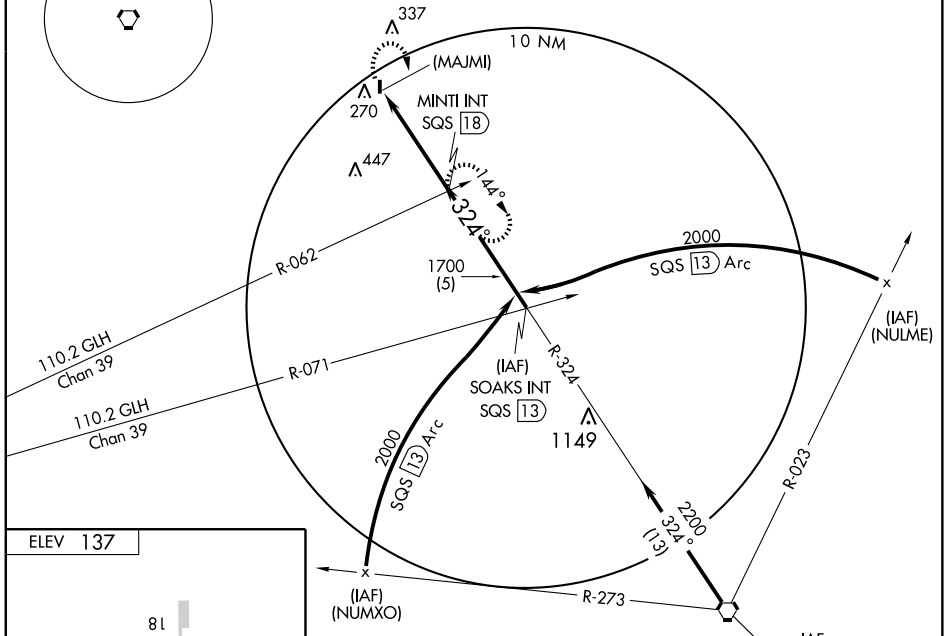
VOR or GPS-A

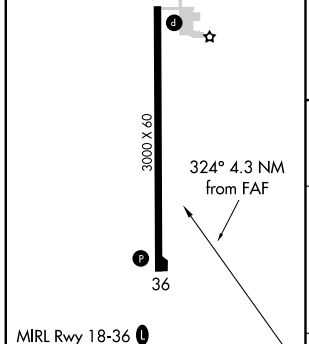
DREW/ RULEVILLE-DREW (M37)

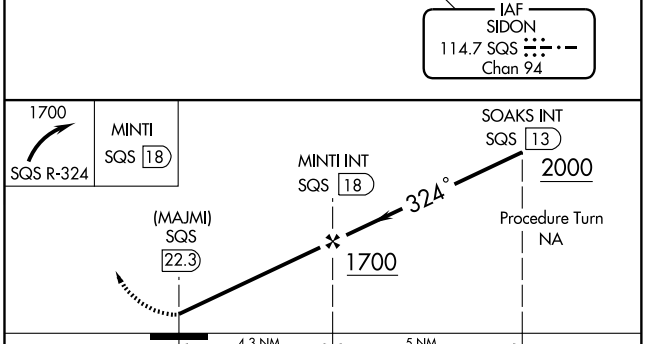
NA Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L







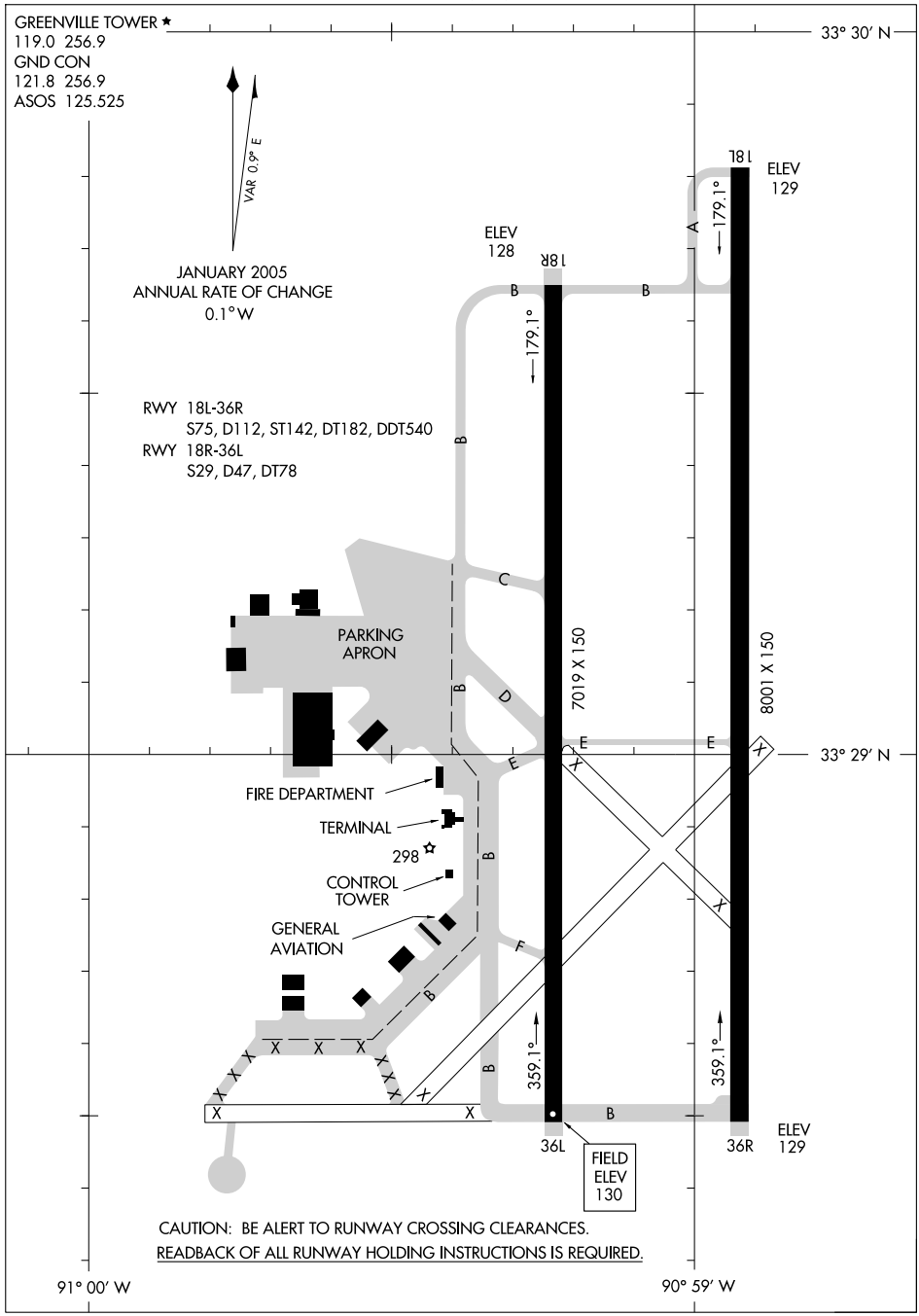
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	740-1 603 (700-1)	740-1¼ 603 (700-1¼)	740-1¾ 603 (700-1¾)	NA

AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI



LOC I-GLH	APP CRS	Rwy ldg	8001
109.1	177°	TDZE	129
		Apt Elev	131

ILS OR LOC RWY 18L

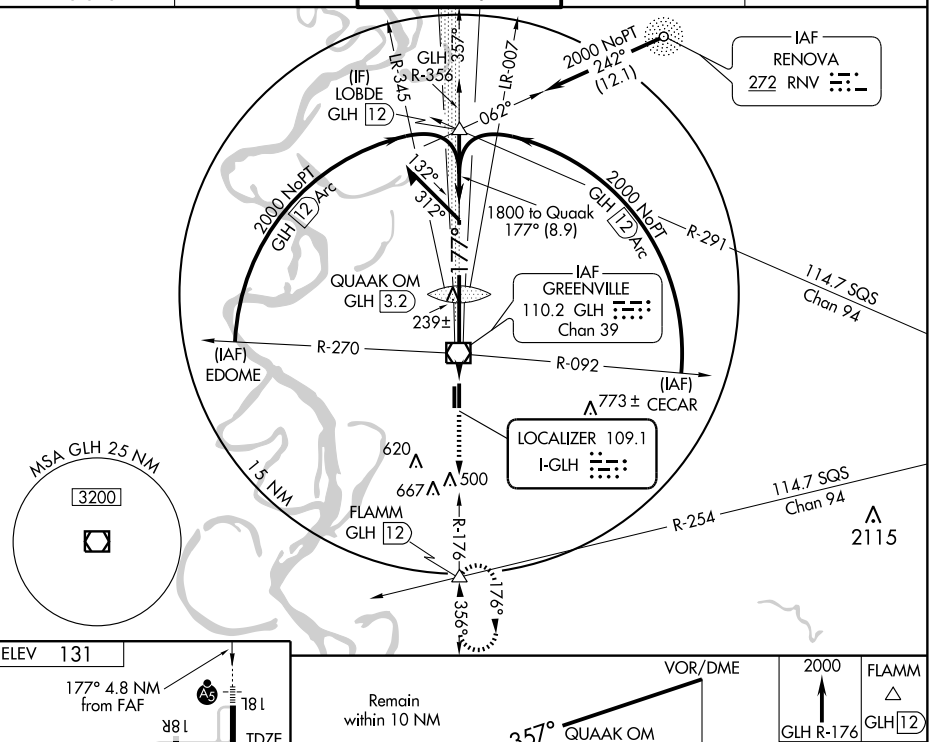
GREENVILLE/MID DELTA RGNL (GLH)

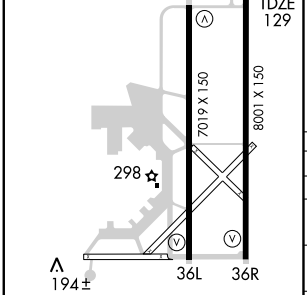
When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting.
DME or FM required for LOC Minimums.
Greenwood Altimeter Setting Minimums: Inoperative table does not apply.
S-ILS and S-LOC visibility increase ½ mile for inoperative MALSR.

MALSR

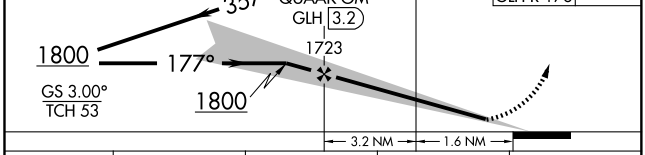
MISSED APPROACH: Climb to 2000 via GLH R-176 to FLAMM Int/ GLH 12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 18L	329-½ 200 (200-½)			
S-LOC 18L	500-½ 371 (400-½)			500- ¾ 371 (400-¾)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)
GREENWOOD ALTIMETER SETTING MINIMUMS				
S-ILS 18L	529-¾ 400 (400-¾)			
S-LOC 18L	700-¾ 571 (600-¾)		700-1 571 (600-1)	700-1¼ 571 (600-1¼)
CIRCLING	800-1¼ 669 (700-1¼)		800-2 669 (700-2)	800-2¼ 669 (700-2¼)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97411 W18A	APP CRS 177°	Rwy ldg 8001 TDZE 129 Apt Elev 131

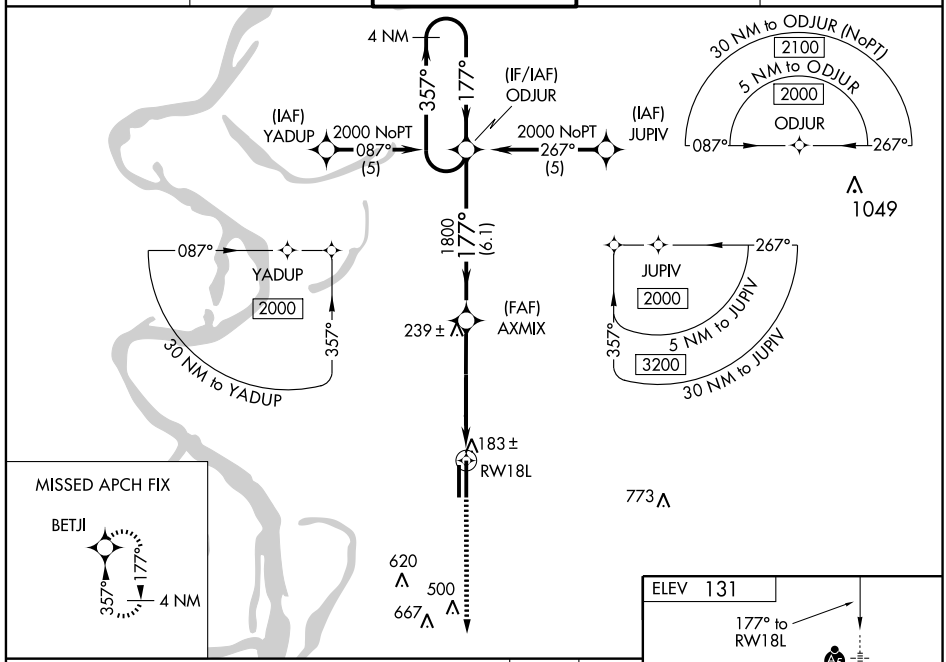
RNAV (GPS) RWY 18L
GREENVILLE/MID DELTA RGNL (GLH)

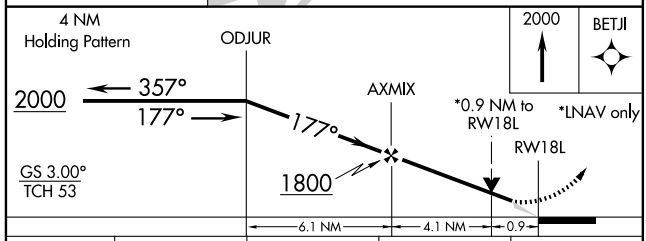
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

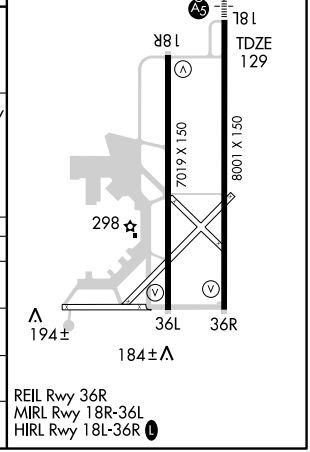
MALSR

MISSED APPROACH: Climb to 2000 direct BETJI and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	329-½ 200 (200-½)			
LNAV/VNAV DA	439-½ 310 (400-½)			439-¾ 310 (400-¾)
LNAV MDA	460-½ 331 (400-½)			460-1 331 (400-1)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

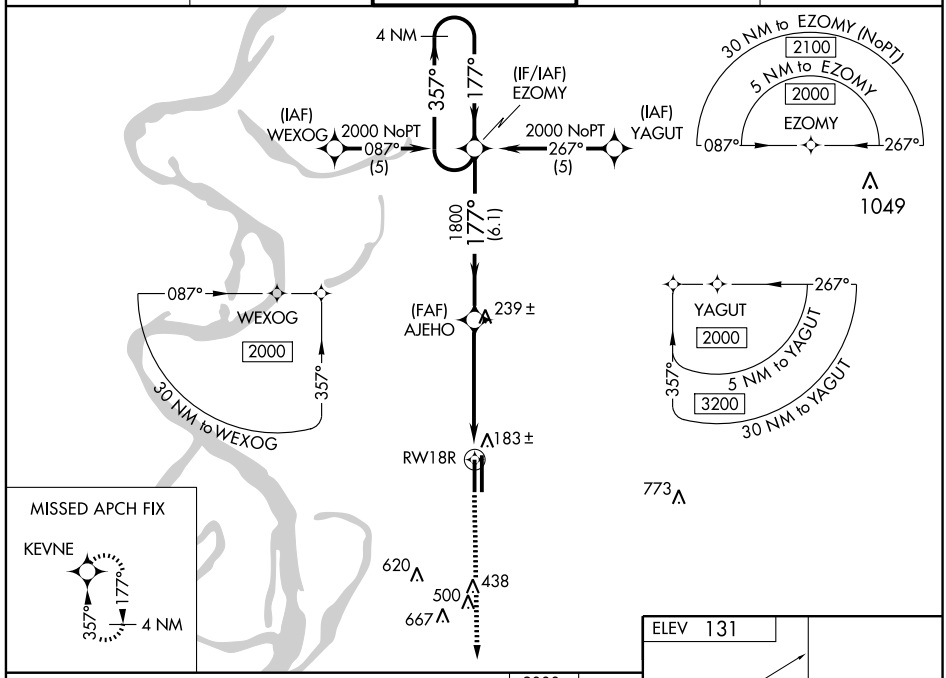
WAAS CH 70411 W18B	APP CRS 177°	Rwy ldg 7019 TDZE 128 Apt Elev 131

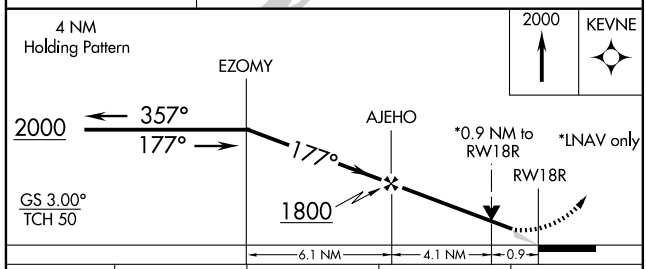
RNAV (GPS) RWY 18R
GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

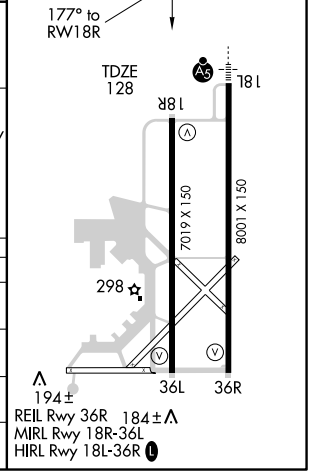
MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
LPV DA	378-1 250 (300-1)			
LNAV/VNAV DA	446-1 318 (400-1)			
LNAV MDA	480-1 352 (400-1)			480-1¼ 352 (400-1¼)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 77611 W36A	APP CRS 357°	Rwy ldg 7019 TDZE 130 Apt Elev 131

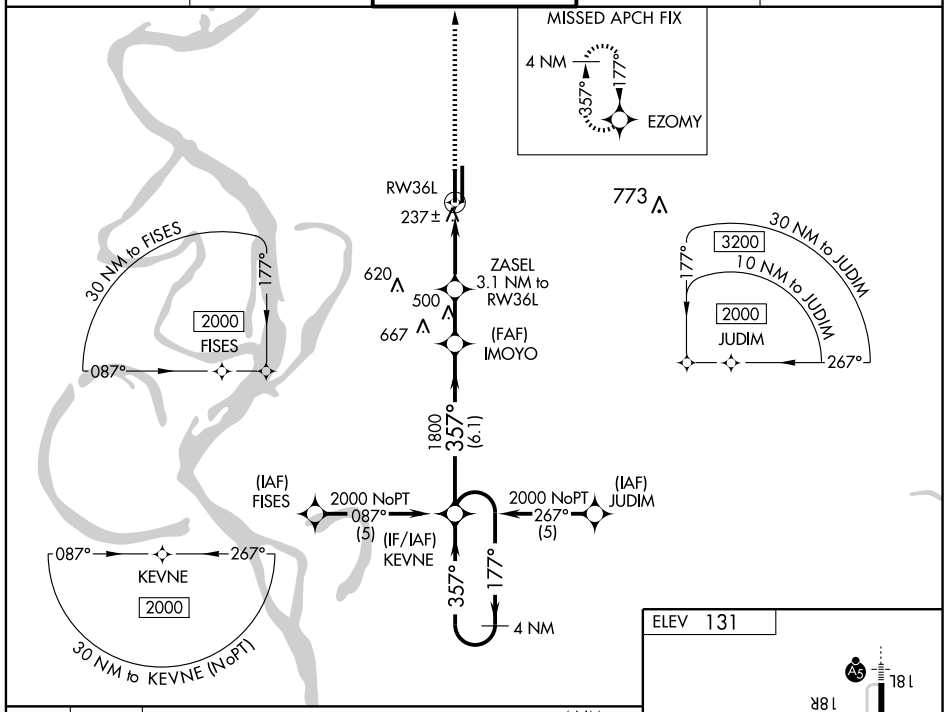
RNAV (GPS) RWY 36L

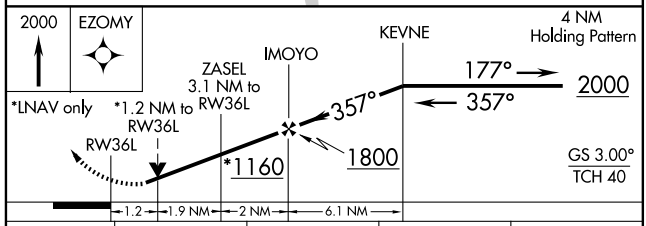
GREENVILLE/MID DELTA RGNL (GLH)

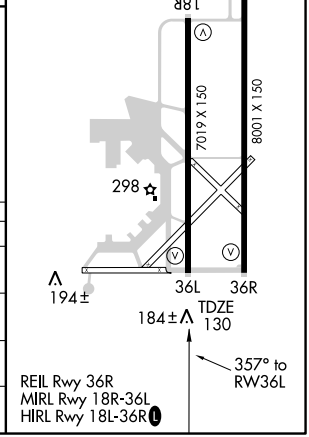
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct EZOMY and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

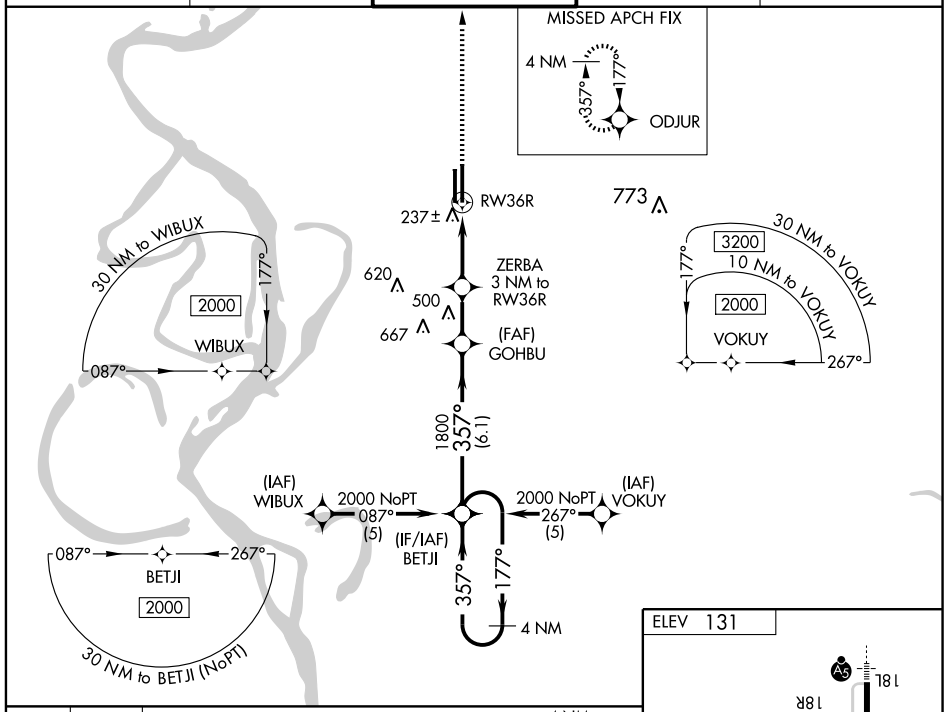
WAAS CH 81911 W36B	APP CRS 357°	Rwy ldg 8001 TDZE 129 Apt Elev 131

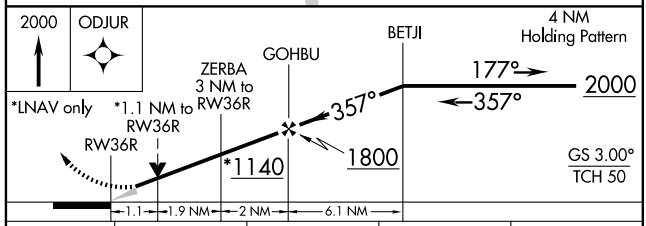
RNAV (GPS) RWY 36R
GREENVILLE/MID DELTA RGNL (GLH)

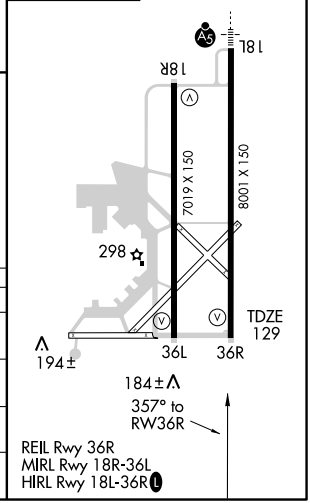
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	379-1 250 (300-1)			
LNAV/VNAV DA	512-1¼ 383 (400-1¼)			
LNAV MDA	540-1 411 (500-1)		540-1¼ 411 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

VOR/DME GLH 110.2 Chan 39	APP CRS 175°	Rwy ldg 8001 TDZE 129 Apt Elev 131

VOR/DME RWY 18L

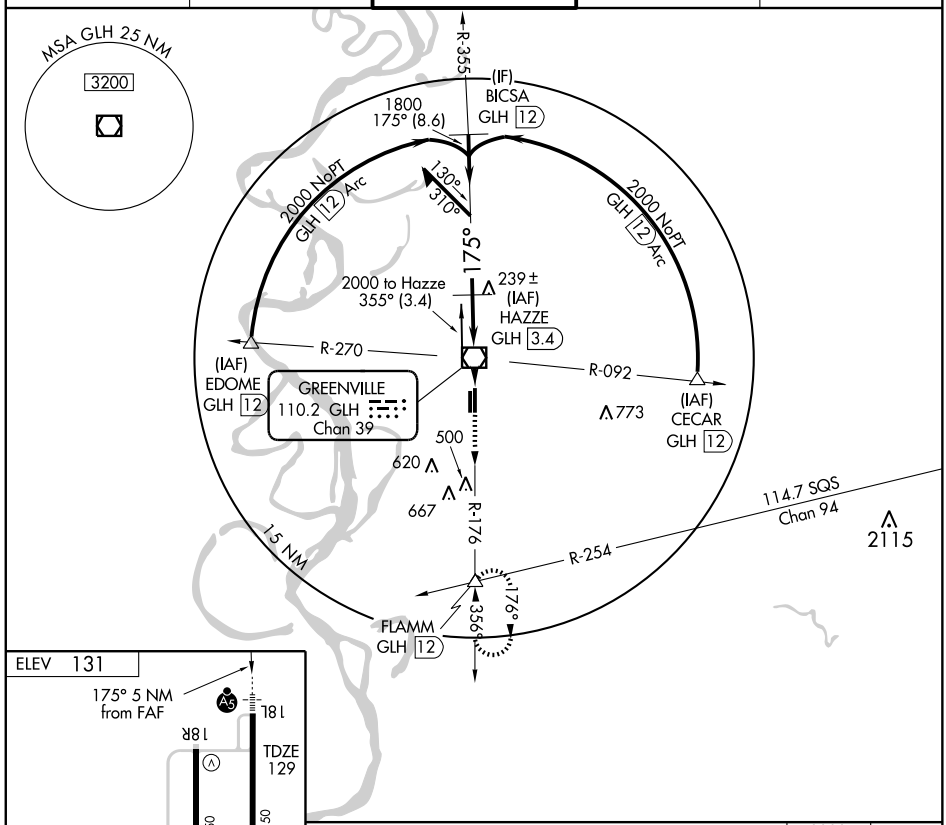
GREENVILLE/MID DELTA RGNL (GLH)

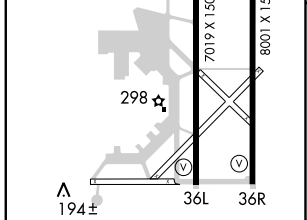
If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MALSR

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

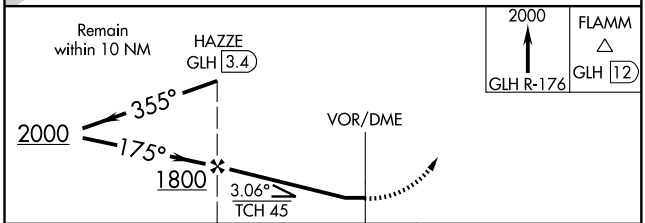
ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18L	500-1½ 371 (400-1½)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

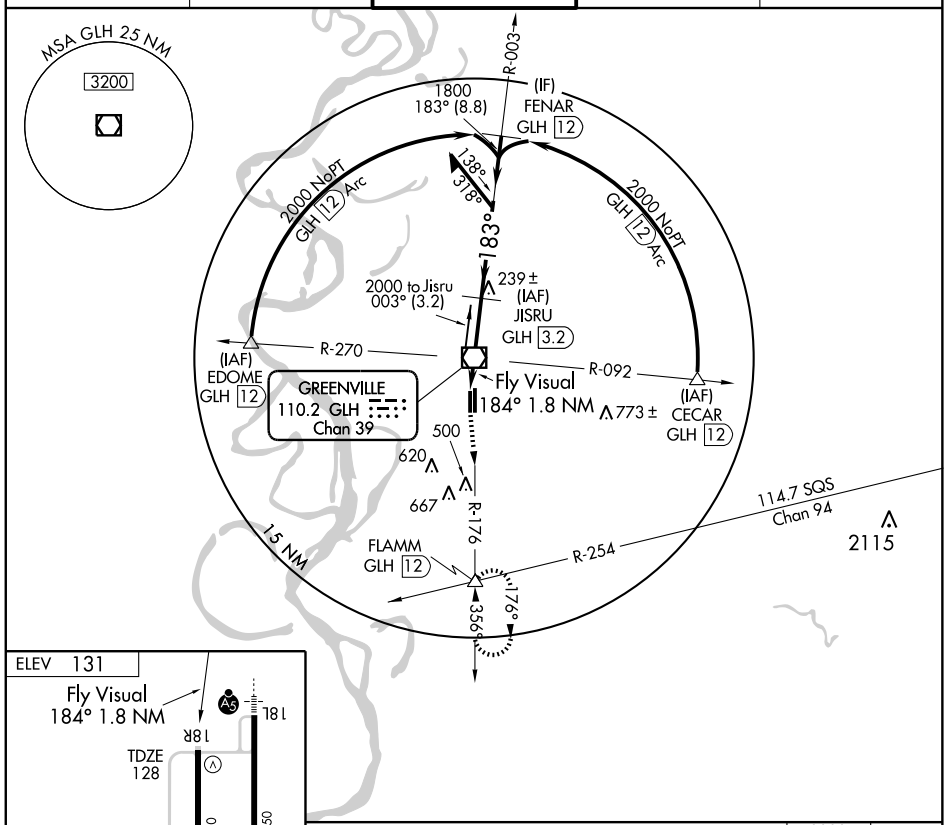
VOR/DME GLH 110.2 Chan 39	APP CRS 183°	Rwy ldg 7019 TDZE 128 Apt Elev 131

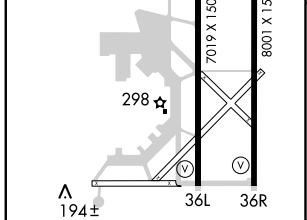
VOR/DME RWY 18R
GREENVILLE/MID DELTA RGNL (GLH)

If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

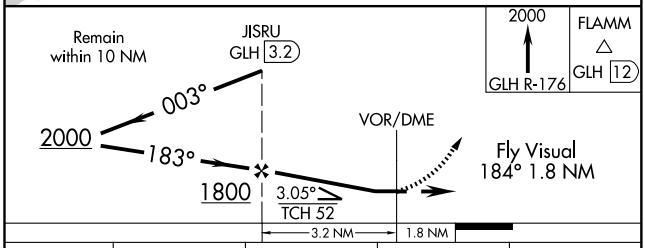
ASOS	MEMPHIS CENTER	GREENVILLE TOWER*	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18R	500-2 372 (400-2)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-GWO	APP CRS	Rwy ldg	6503
111.3	179°	TDZE	145
		Apt Elev	162

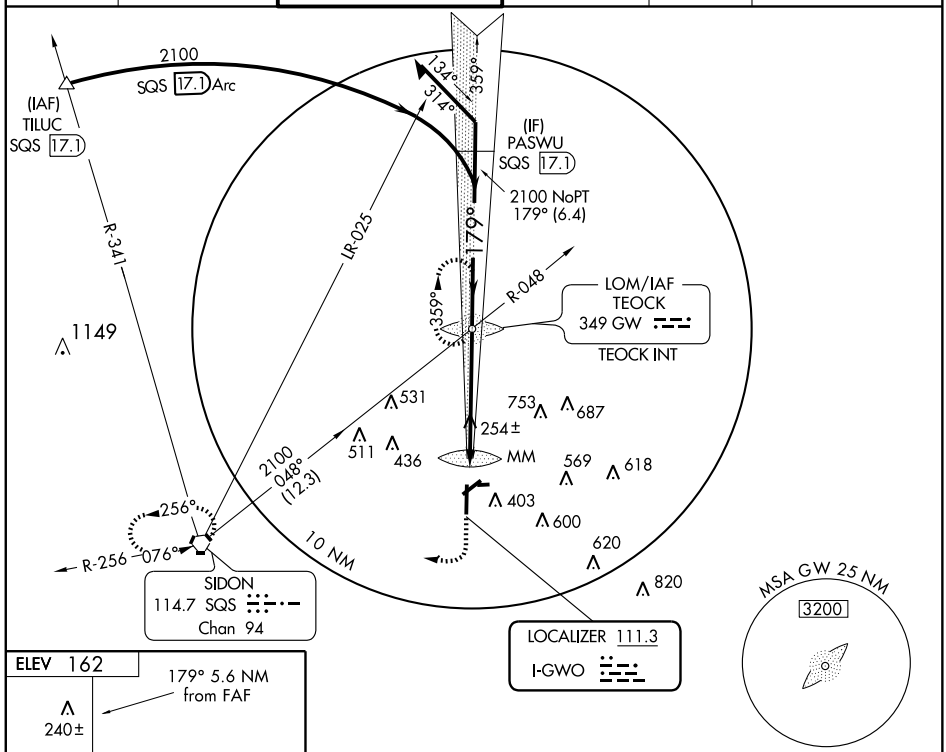
ILS or LOC RWY 18
GREENWOOD-LEFLORE (GWO)

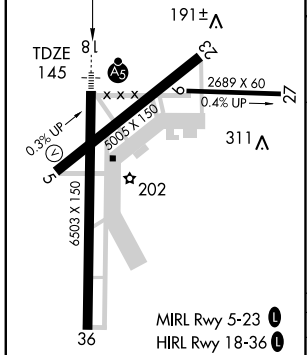
For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile.

MALSR

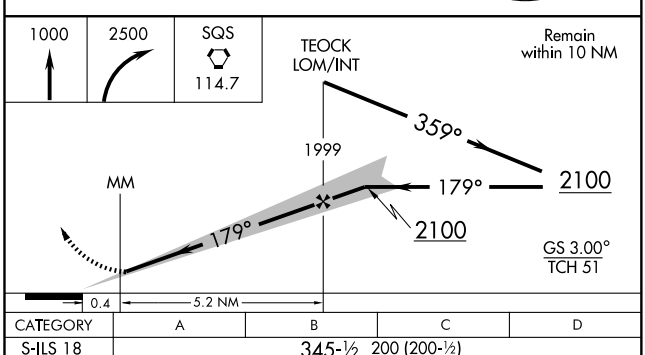
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER*	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 18	345-½ 200 (200-½)			
S-LOC 18	520-¾ 375 (400-¾)			
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

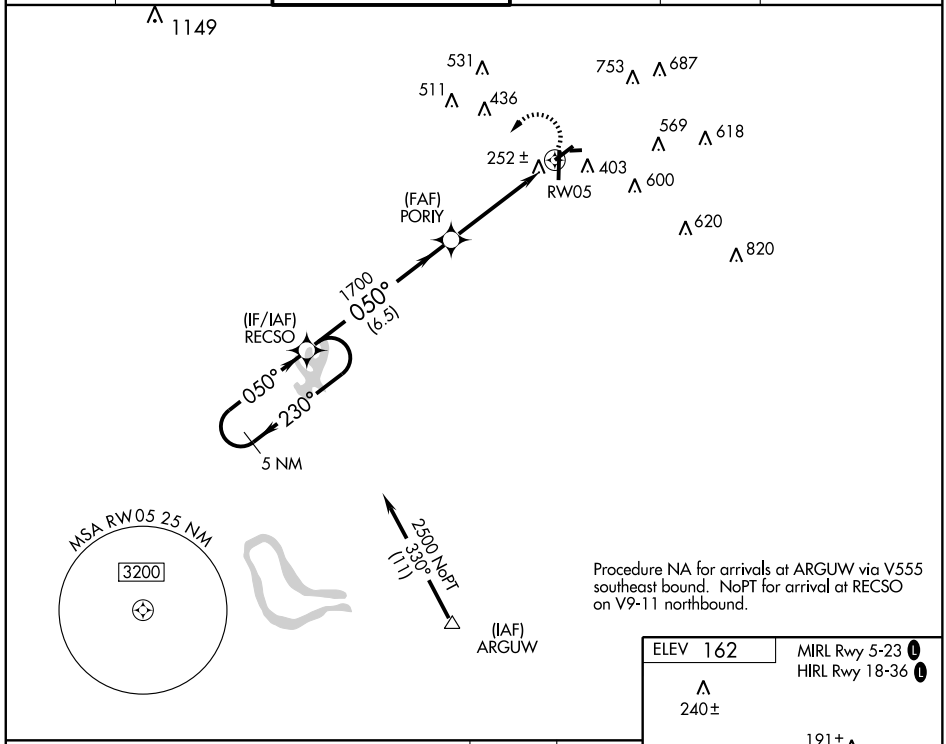
APP CRS	Rwy ldg	5005
050°	TDZE	149
	Apt Elev	162

RNAV (GPS) RWY 5
GREENWOOD-LEFLORE (GWO)

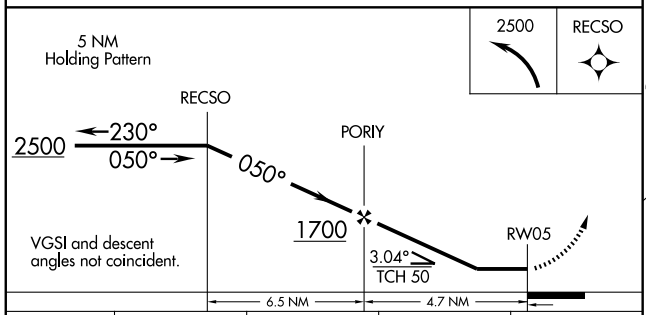
DME/DME RNP-0.3 NA.

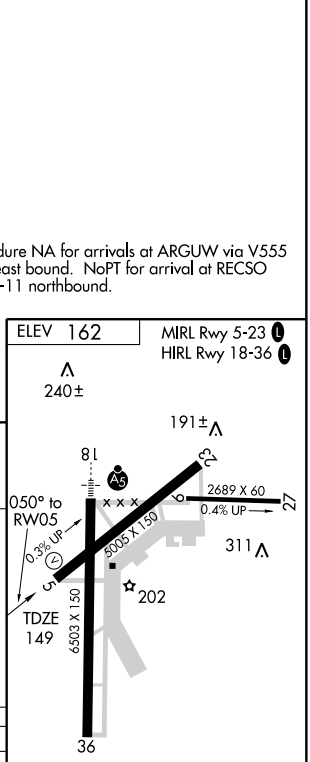
MISSED APPROACH: Left turn to 2500 direct RECSO and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95



Procedure NA for arrivals at ARGUW via V555 southeast bound. NoPT for arrival at RECSO on V9-11 northbound.





CATEGORY	A	B	C	D
LNAV MDA	580-1 431 (500-1)		580-1¼ 431 (500-1¼)	580-1½ 431 (500-1½)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50199 W18A	APP CRS 179°	Rwy ldg 6503 TDZE 145 Apt Elev 162

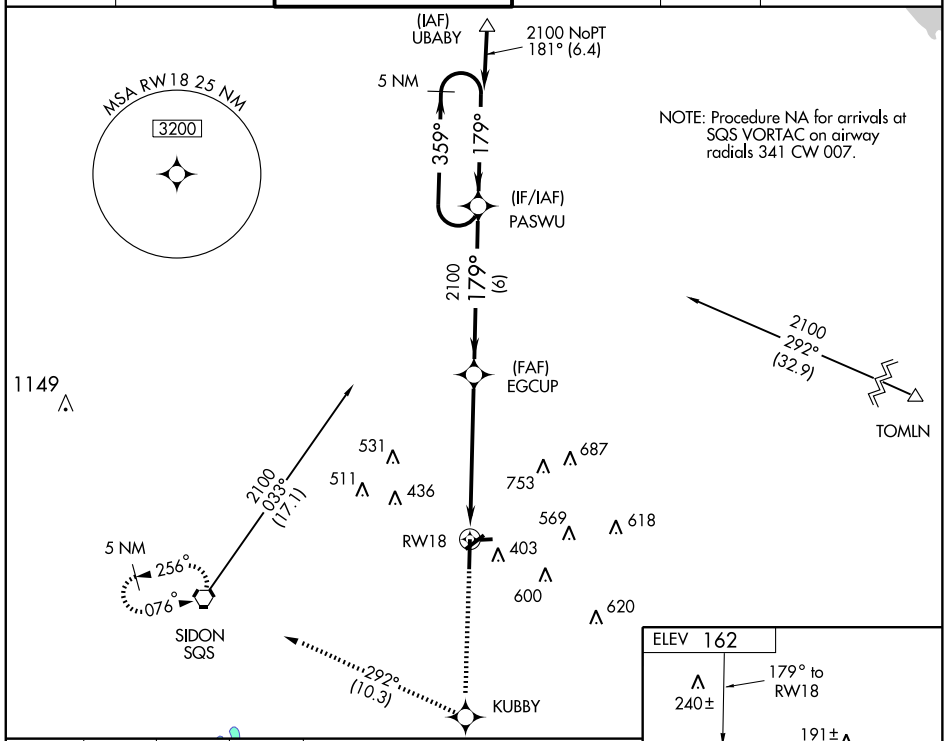
RNAV (GPS) RWY 18
GREENWOOD-LEFLORE (GWO)

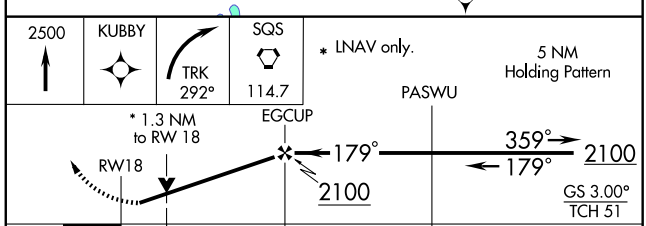
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

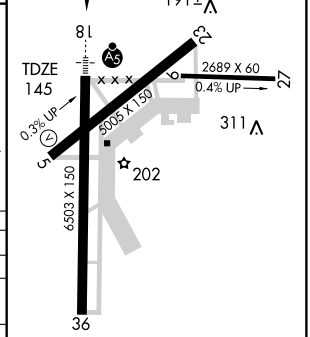
MALSR

MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95







MIRL Rwy 5-23 L
HIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LPV DA	450-¾ 305 (300-¾)			
LNAV/VNAV DA	515-¾ 370 (400-¾)			
LNAV MDA	600-¾ 455 (500-¾)			600-1 455 (500-1)
CIRCLING	760-1¼ 598 (600-1¼)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

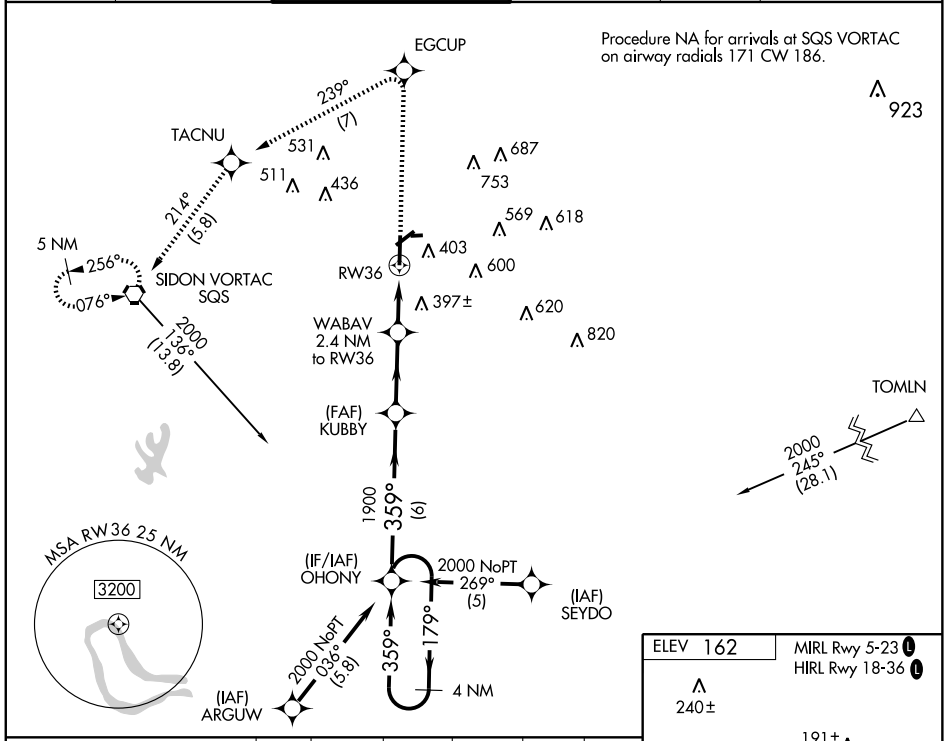
APP CRS	Rwy ldg	6503
359°	TDZE	145
	Apt Elev	162

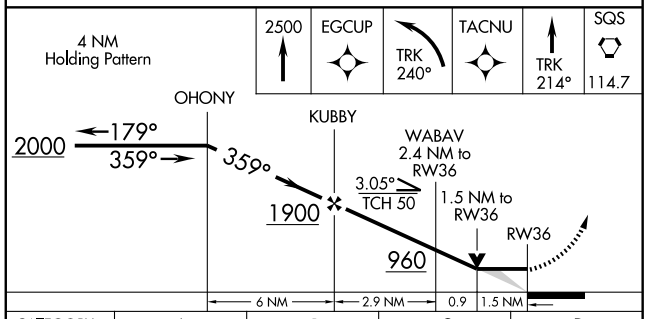
RNAV (GPS) RWY 36
GREENWOOD-LEFLORE (GWO)

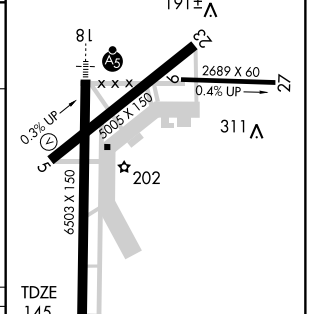
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95







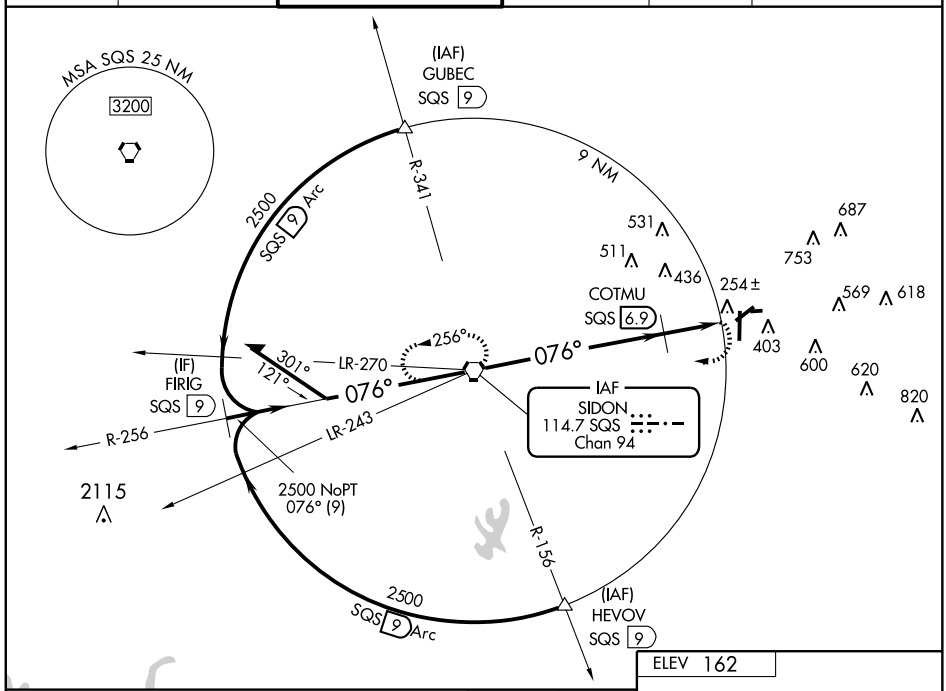
CATEGORY	A	B	C	D
LNAV MDA	660-1 518 (600-1)		660-1½ 518 (600-1½)	660-1¾ 518 (600-1¾)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

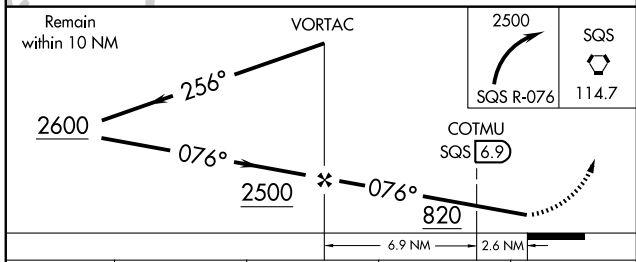
VORTAC SQS 114.7 Chan 94	APP CRS 076°	Rwy ldg 5005 TDZE 149 Apt Elev 162

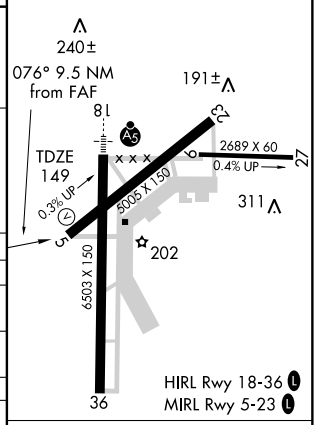
VOR RWY 5
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95







CATEGORY	A	B	C	D
S-5	820-1 671 (700-1)		820-2 671 (700-2)	820-2 ¼ 671 (700-2 ¼)
CIRCLING	820-1 658 (700-1)		820-2 658 (700-2)	820-2 ¼ 658 (700-2 ¼)
COTMU FIX MINIMUMS				
S-5	600-1 451 (500-1)		600-1¼ 451 (500-1¼)	600-1½ 451 (500-1½)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

FAF to MAP 9.5 NM

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GNF	APP CRS	Rwy ldg	7000
110.9	131°	TDZE	208
Chan 46		Apt Elev	208

ILS or LOC RWY 13
GRENADA MUNI (GNF)

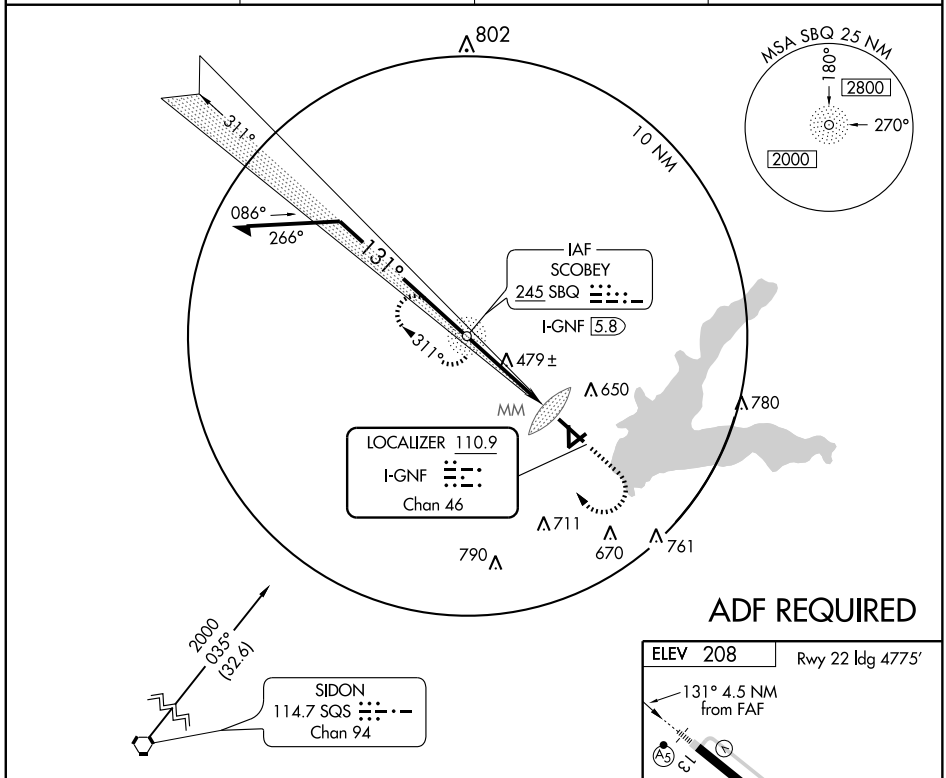
If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

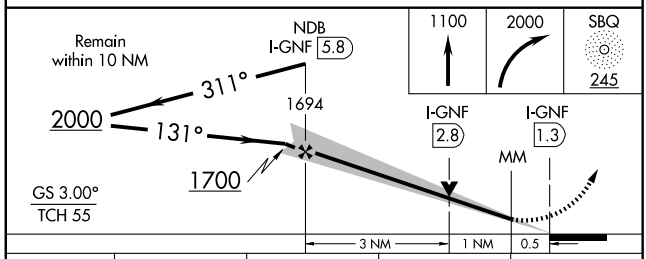
NA

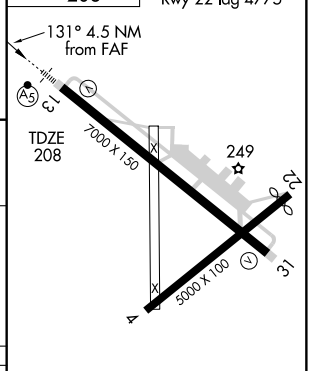
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







MIRL Rwy 13-31

CATEGORY	A	B	C	D
S-ILS-13	408-½ 200 (200-½)			
S-LOC-13	740-½ 532 (600-½)		740-1 532 (600-1)	740-1¼ 532 (600-1¼)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 14 JAN 2010 to 11 FEB 2010

NDB SBQ	APP CRS	Rwy ldg	7000
245	131°	TDZE	208
		Apt Elev	208

NDB RWY 13
GRENADA MUNI (GNF)

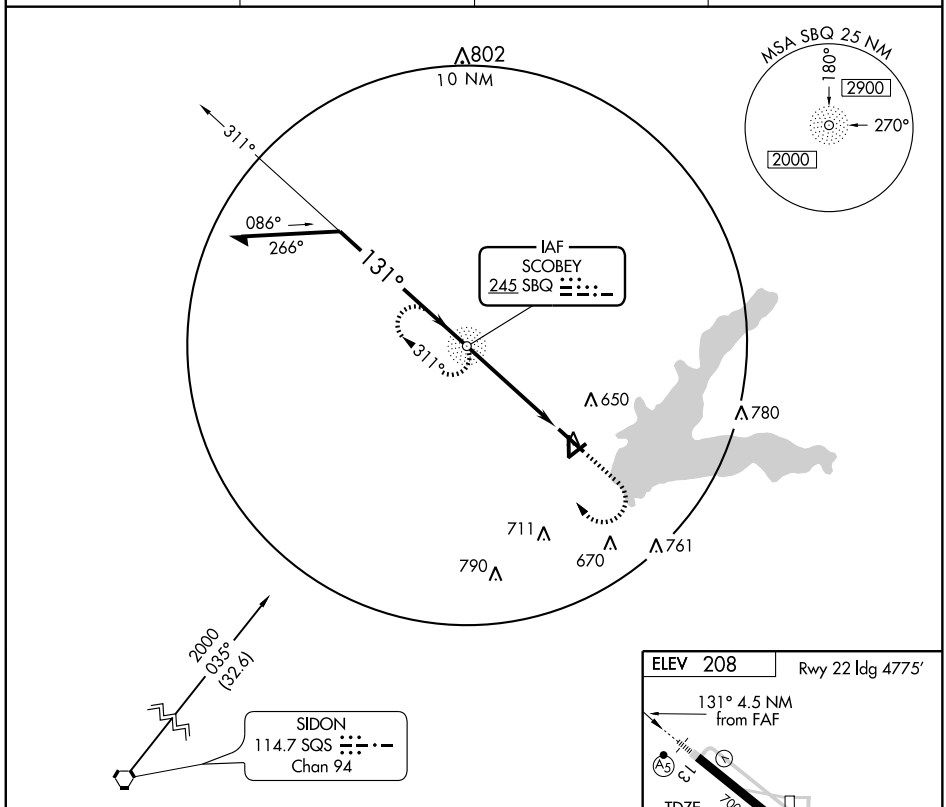
When local altimeter setting not received, use Greenwood altimeter setting.

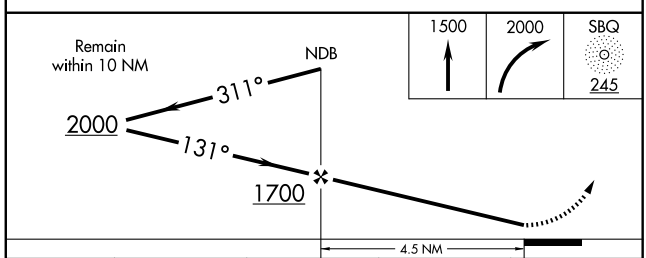
NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.

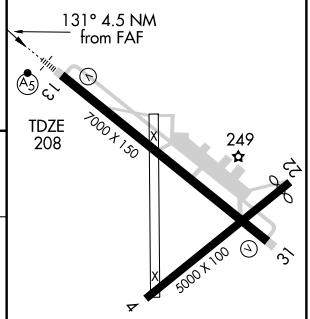
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	1020-1 812 (900-1)	1020-1¼ 812 (900-1¼)	1020-2½ 812 (900-2½)	NA
CIRCLING	1080-1 872 (900-1)	1080-1¼ 872 (900-1¼)	1080-2½ 872 (900-2½)	NA

ELEV 208 Rwy 22 ldg 4775'



MIRL Rwy 13-31

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

APP CRS	Rwy ldg	5000
051°	TDZE	196
	Apt Elev	208

RNAV (GPS) RWY 4

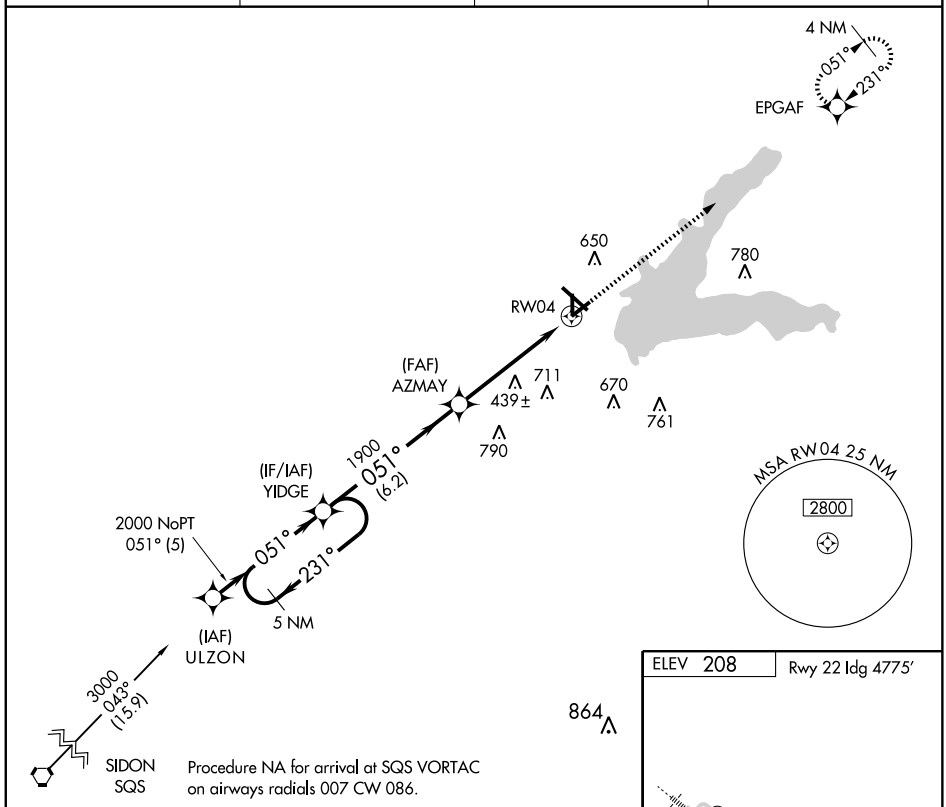
GRENADA MUNI (GNF)

NA

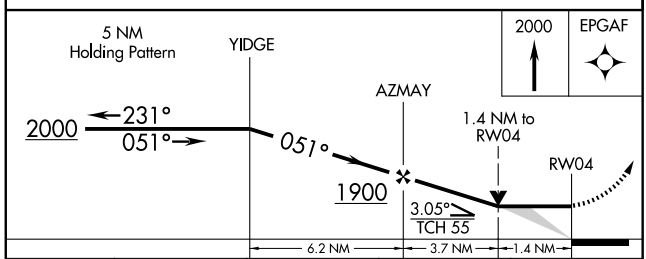
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct EPGAF and hold.

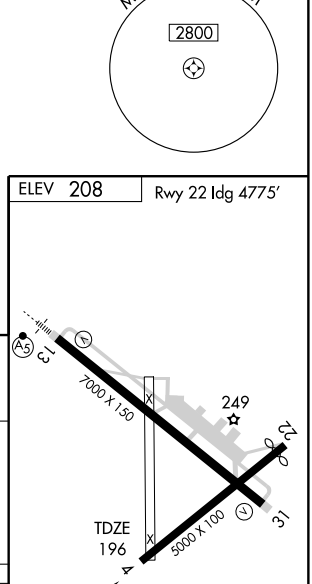
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)



Procedure NA for arrival at SQS VORTAC on airways radials 007 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	700-1 504 (500-1)		700-1½ 504 (500-1½)	
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)



SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97328 W13A	APP CRS 131°	Rwy ldg 7000 TDZE 208 Apt Elev 208

RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

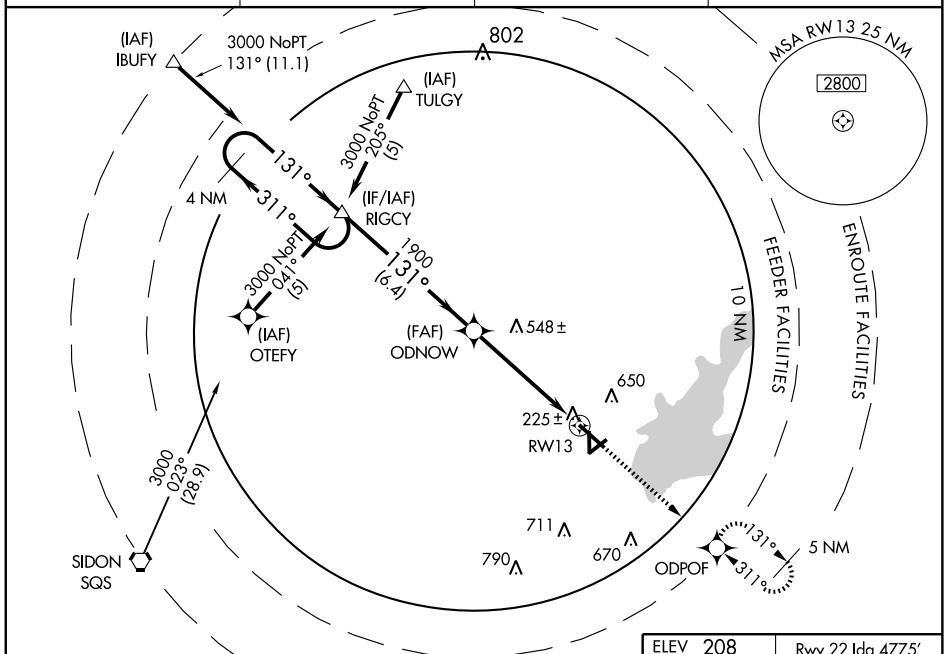
DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to ¾ all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

NA

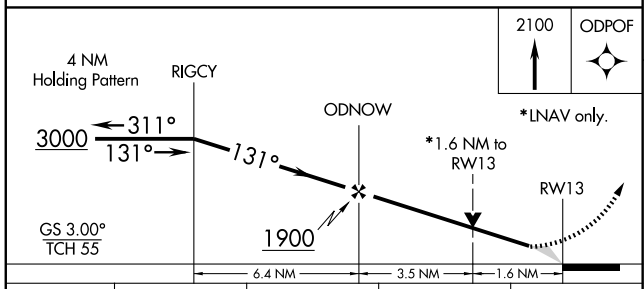
MALSR

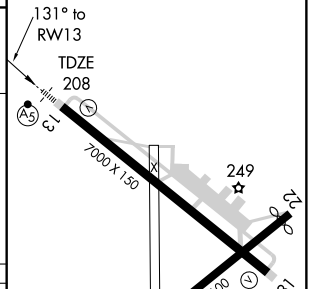
MISSED APPROACH: Climb to 2100 direct ODPOF and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)



Procedure NA for arrivals at SQS VORTAC via V9 southbound.





MIRL Rwy 13-31

CATEGORY	A	B	C	D
LPV DA	458-½ 250 (300-½)			
LNAV/VNAV DA	769-1½ 561 (600-1½)			
LNAV MDA	780-½ 572 (600-½)		780-1 572 (600-1)	780-1¼ 572 (600-1¼)
CIRCLING	1000-2 792 (800-2)		1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4775
231°	TDZE	201
	Apt Elev	208

RNAV (GPS) RWY 22

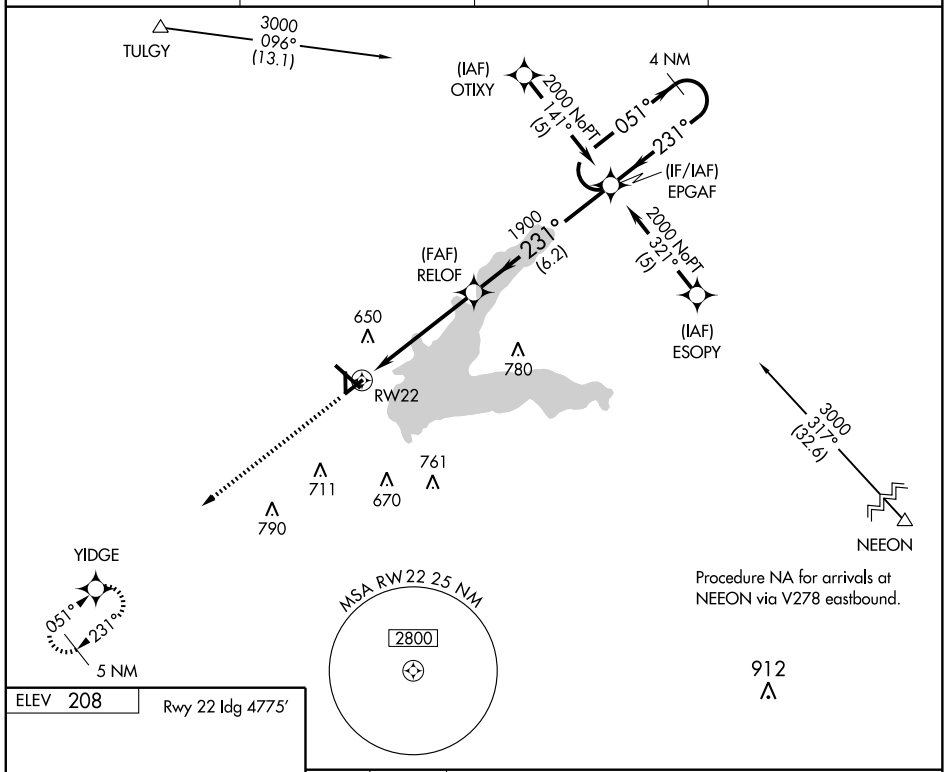
GRENADA MUNI (GNF)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

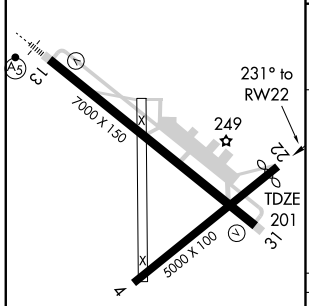
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)



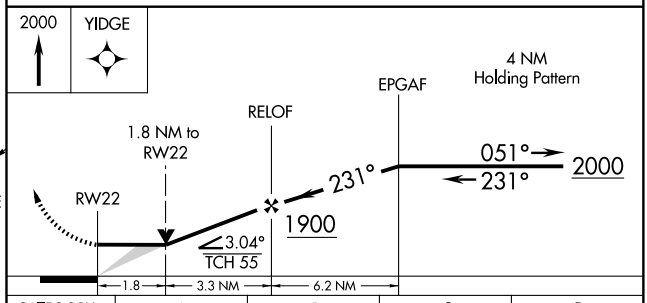
Procedure NA for arrivals at NEEON via V278 eastbound.

ELEV 208

Rwy 22 ldg 4775'



MIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	840-1 639 (700-1)		840-1¾ 639 (700-1¾)	840-2 639 (700-2)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

WAAS CH 40029 W31A	APP CRS 311°	Rwy ldg 7000 TDZE 202 Apt Elev 208

RNAV (GPS) RWY 31

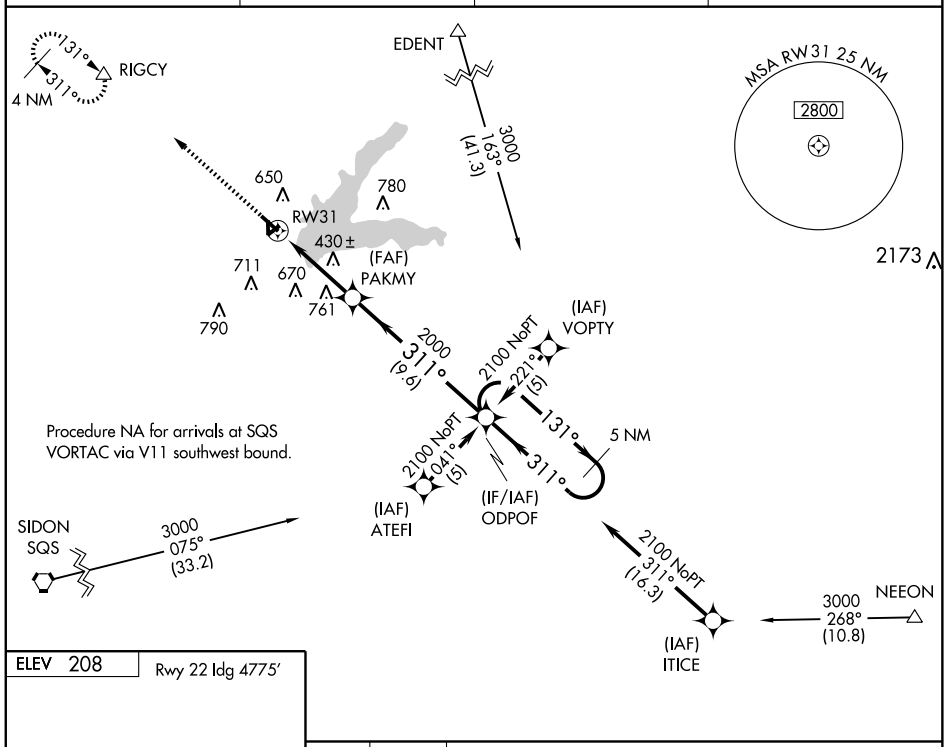
GRENADA MUNI (GNF)

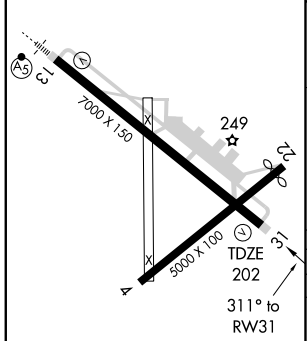
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

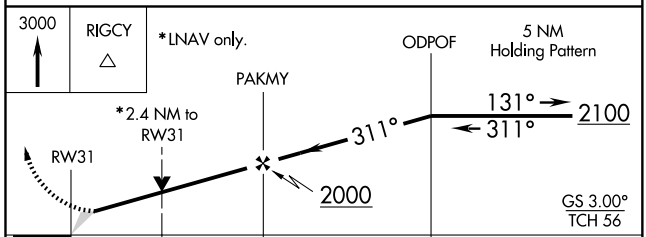
NA

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







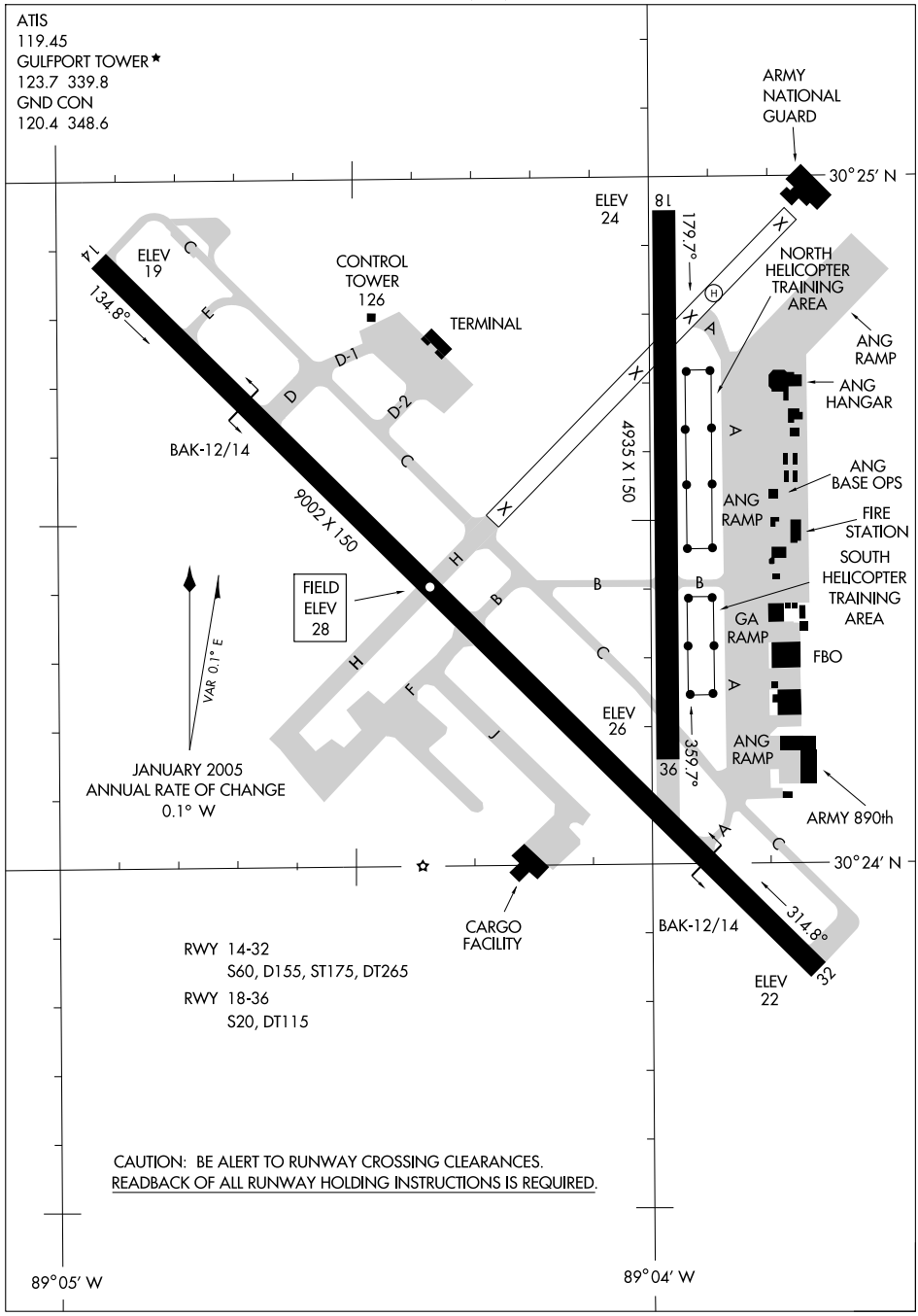
CATEGORY	A	B	C	D
LPV DA	452-¾ 250 (300-¾)			
LNAV/VNAV DA	698-1¾ 496 (500-1¾)			
LNAV MDA	1020-1 818 (900-1)	1020-1¼ 818 (900-1¼)	1020-2½ 818 (900-2½)	1020-2¾ 818 (900-2¾)
CIRCLING	1020-1¾ 812 (900-1¾)		1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

09295

AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI



SC-4, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC/DME RWY 14

LOC I-GPT	APCH CRS	Rwy ldg	9002
110.9	133°	TDZE	27
		Arpt Elev	28

JAL-576 [USAF]

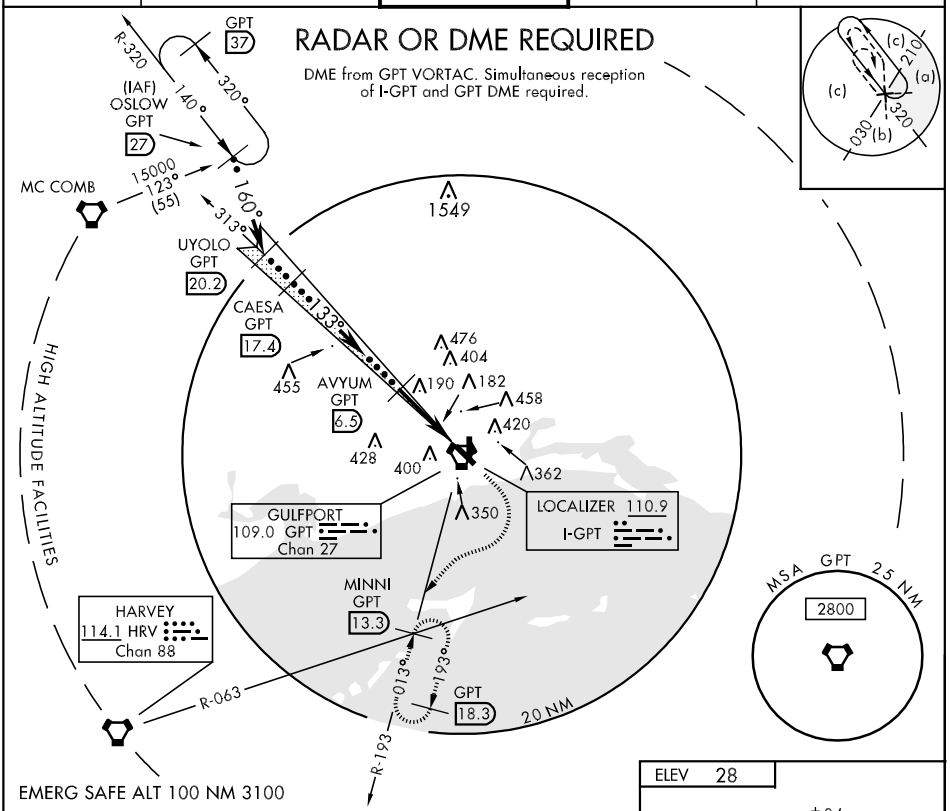
GULFPORT-BILOXI INTL (KGPT)

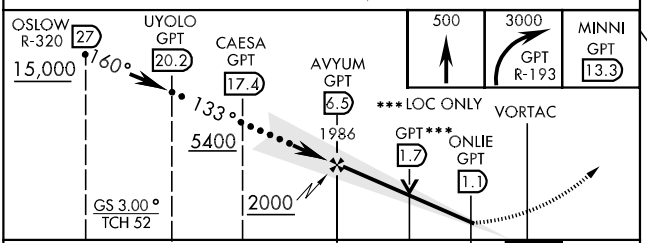
* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

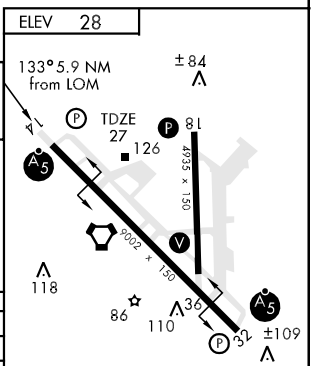
MALSR A5

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF L 339.8	120.4 348.6	







CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200-½)
S-LOC 14 **	440/40 413	(500-¾)	440/50 413 (500-1)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

30° 24′N-89° 04′W

Amdt 6 09295

SC-4, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC/DME RWY 32

LOC I-UXI	APCH CRS	Rwy ldg	9002
108.3	313°	TDZE	28
		Arpt Elev	28

JAL-576 [USAF]

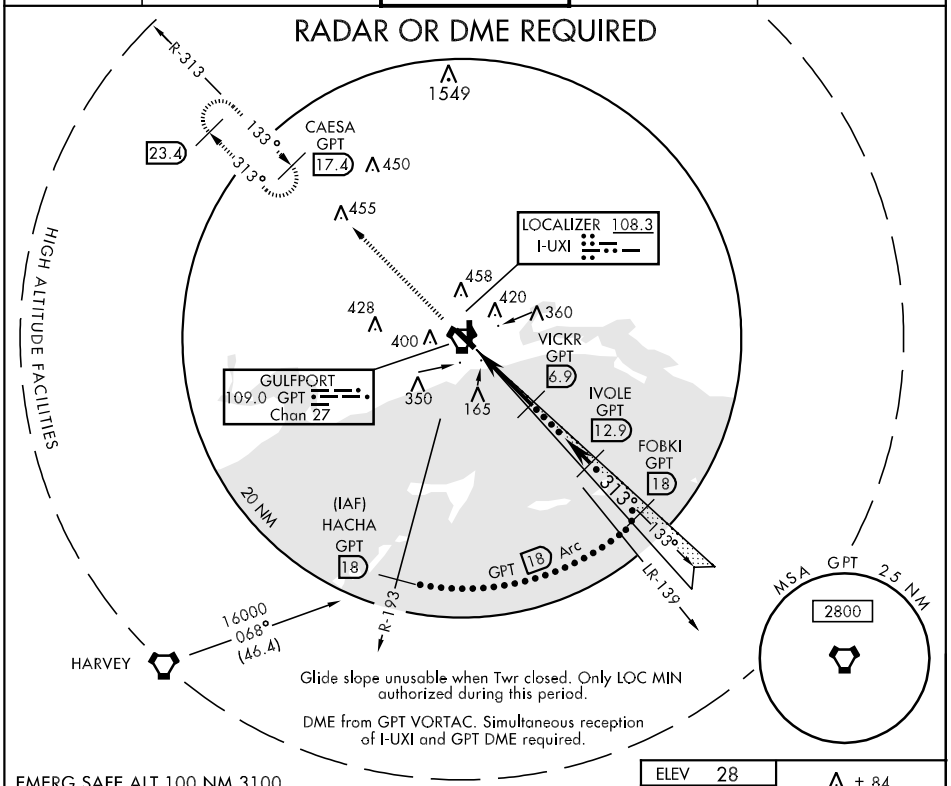
GULFPORT-BILOXI INTL (KGPT)

* When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.

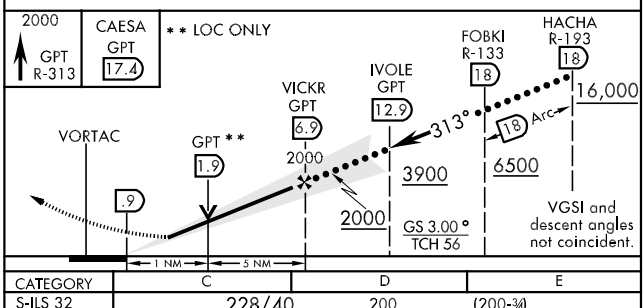
MALSR A5

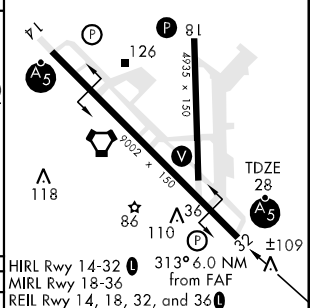
MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF L 339.8	120.4 348.6	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-ILS 32	228/40	200	(200-¾)
S-LOC 32 *	380/40	352	(400-¾)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

FAF to MAP 6.0 NM

Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

HI-TACAN RWY 14

VORTAC GPT	APCH CRS	Rwy ldg	9002
109.0	140°	TDZE	27
Chan 27		Arpt Elev	28

JAL-576 [USAF]

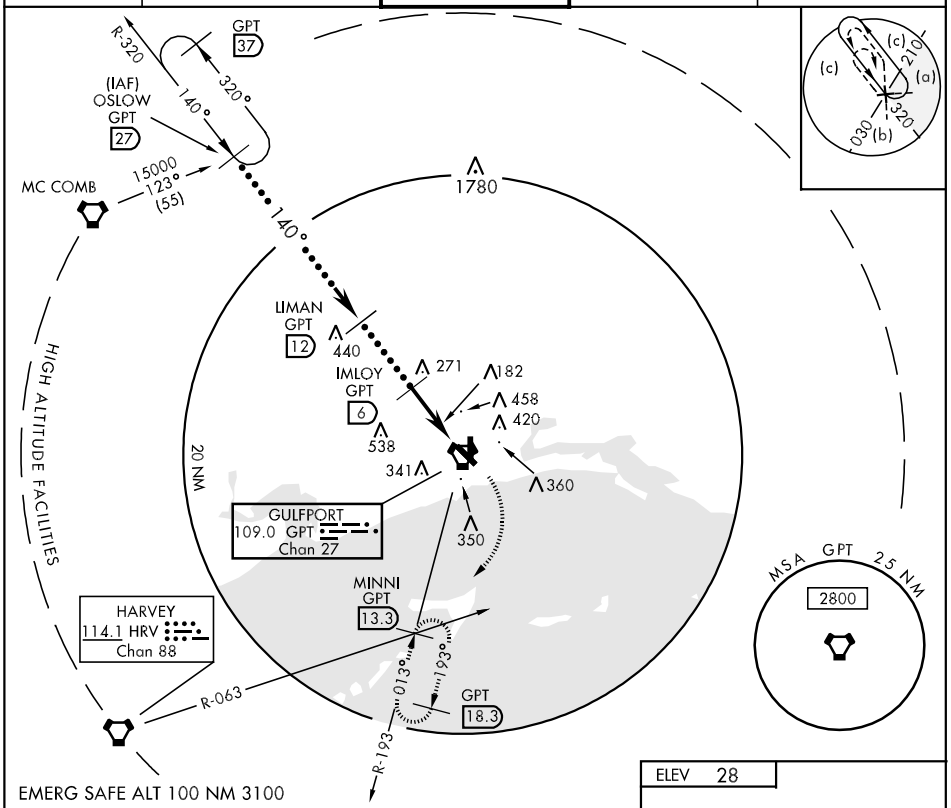
GULFPORT-BILOXI INTL (KGPT)

* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

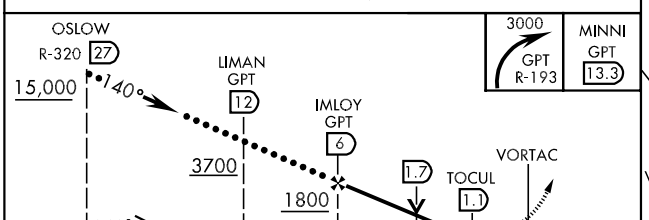
MALSR A5

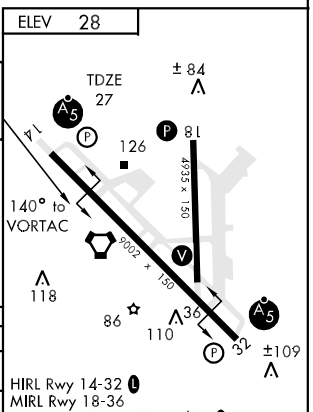
MISSED APPROACH: Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF L 339.8	120.4 348.6	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-14 *	440/40 413 (500-¾)	440/50 413 (500-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

HIRL Rwy 14-32 L
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 L

HI-TACAN RWY 32

VORTAC GPT	APCH CRS	Rwy ldg	9002
109.0	307°	TDZE	28
Chan 27		Arpt Elev	28

JAL-576 [USAF]

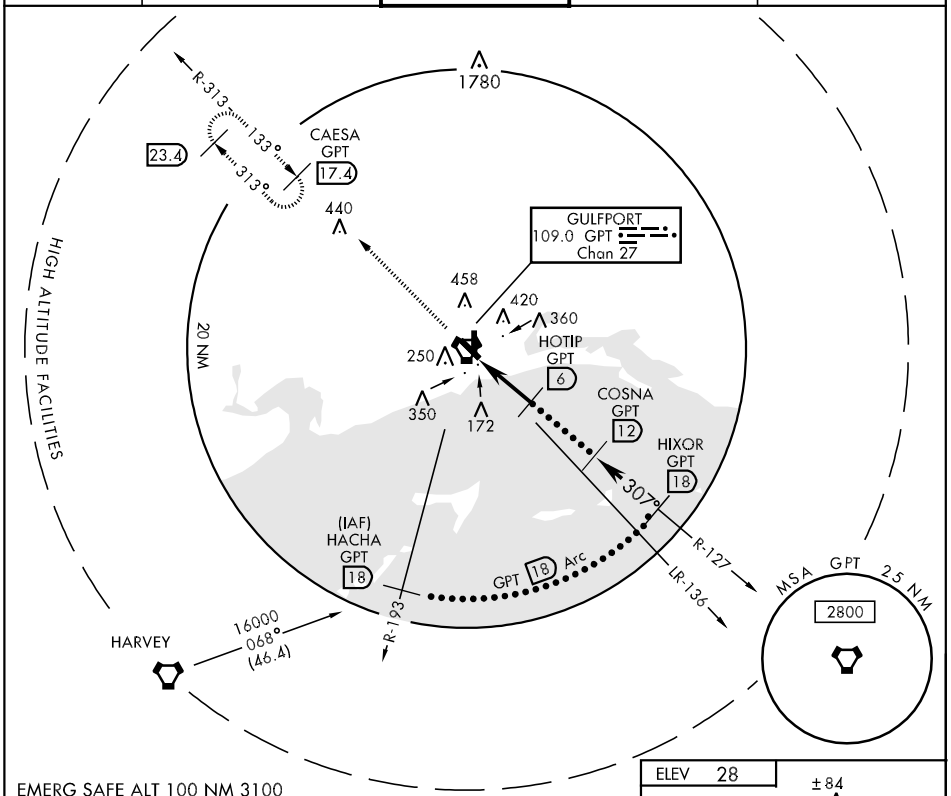
GULFPORT-BILOXI INTL (KGPT)

* When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

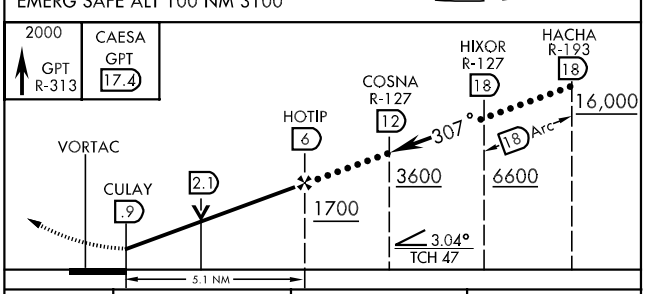
MALSR A5

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

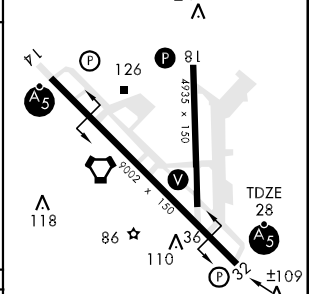
ATIS ★	GULFPORT APP CON	GULFPORT TOWER★	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF L 339.8	120.4 348.6	



EMERG SAFE ALT 100 NM 3100



ELEV 28



CATEGORY	C	D	E
S-32 *	440/40 412 (500-¾)	440/50 412	(500-¾)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

HIRL Rwy 14-32 L
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 L

LOC I-UXI	APP CRS	Rwy ldg	9002
108.3	313°	TDZE	28
		Apt Elev	28

ILS or LOC/DME RWY 32

GULFPORT-BILOXI INTL (GPT)

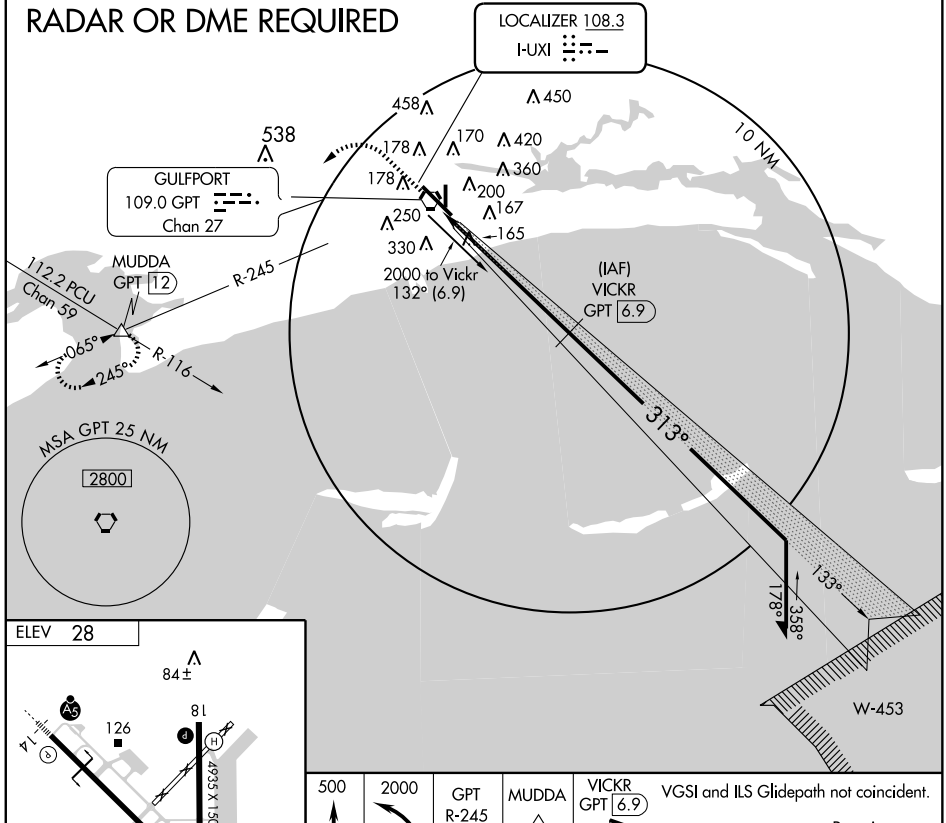
ASR: Inoperative table does not apply to MALSR S-ILS 32. For inoperative MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception of I-UXI and GPT DME required.

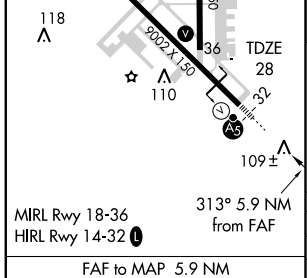
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

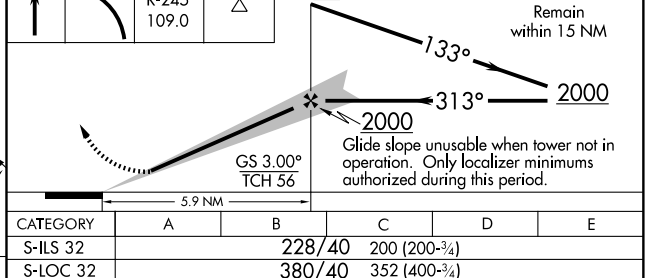
RADAR OR DME REQUIRED





MIRL Rwy 18-36
HIRL Rwy 14-32 L

313° 5.9 NM from FAF



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D	E
S-ILS 32	228/40 200 (200-¾)				
S-LOC 32	380/40 352 (400-¾)				
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-GPT	APP CRS	Rwy ldg	9002
110.9	133°	TDZE	27
		Apt Elev	28

ILS or LOC RWY 14
GULFPORT-BILOXI INTL (GPT)

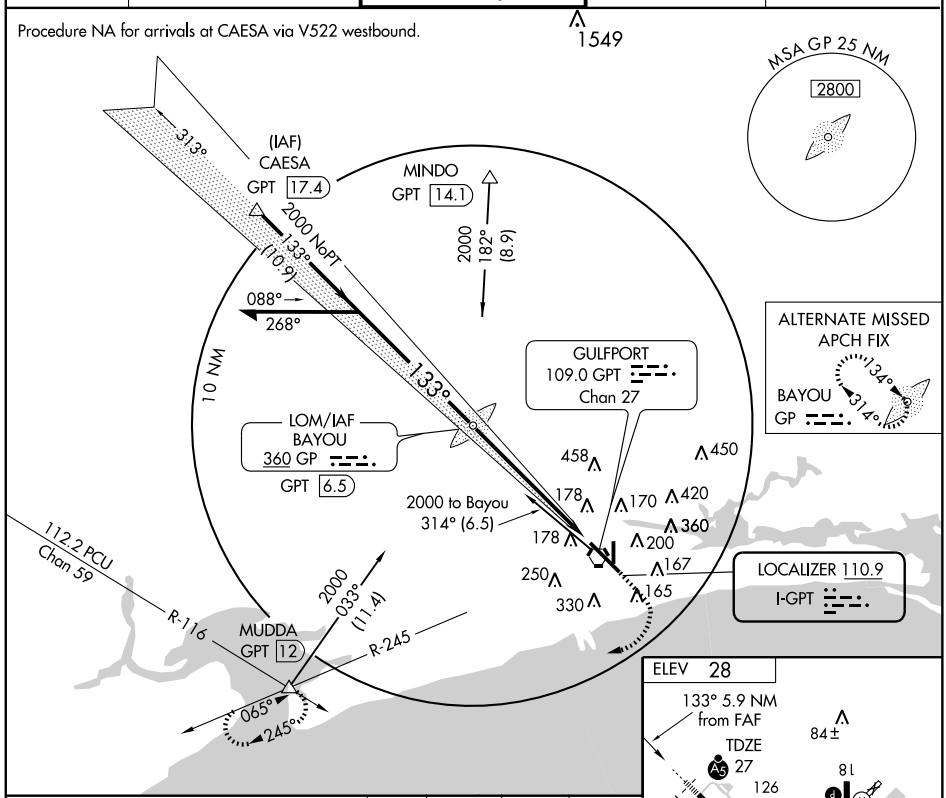
For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

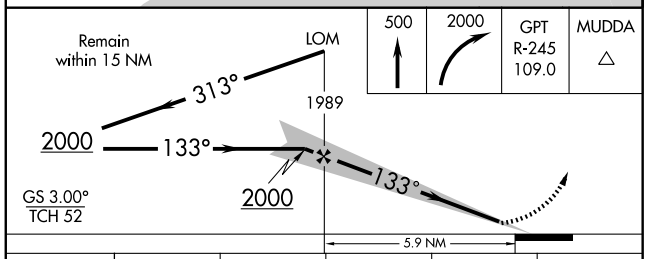
MALSR

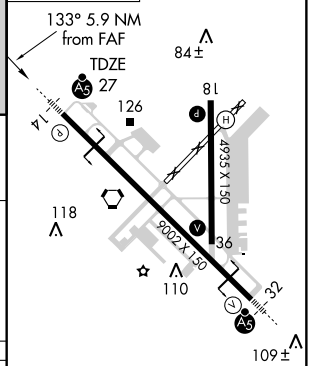
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA via V522 westbound.







MIRL Rwy 18-36
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D	E
S-ILS 14	* 227/24 200 (200-½)				
S-LOC 14	440/24 413 (500-½)		440/40 413 (500-¾)		440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97301 W14A	APP CRS 133°	Rwy ldg 9002 TDZE 27 Apt Elev 28

RNAV (GPS) RWY 14
GULFPORT-BILOXI INTL (GPT)

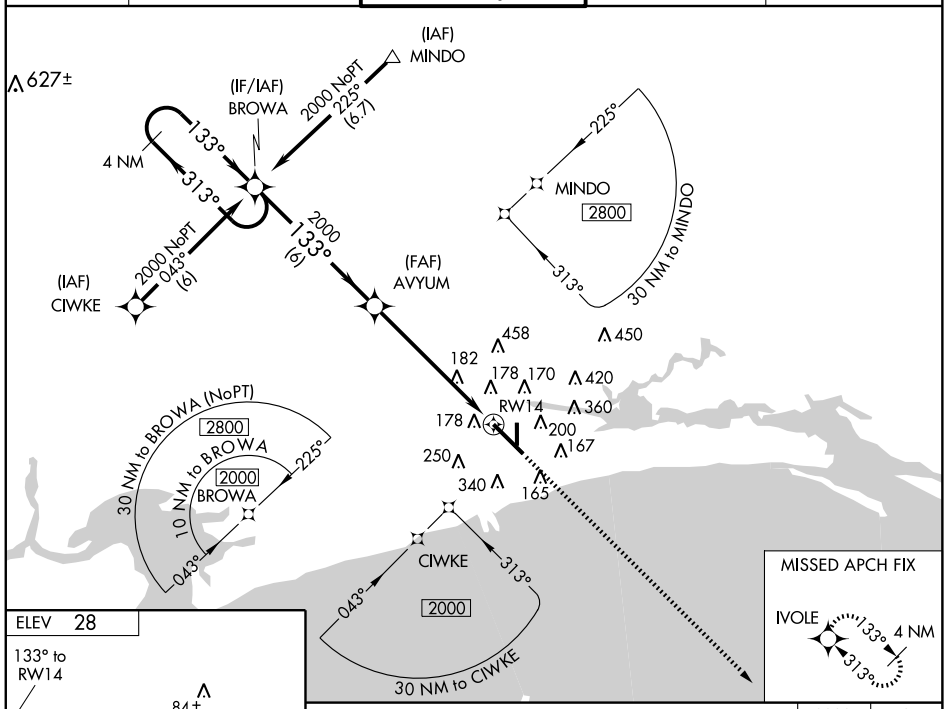
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase circling Cat C and D visibility ¼ mile.
For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000.
VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

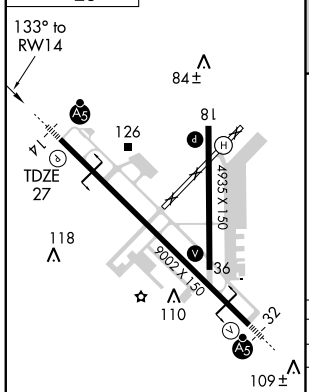
ASR

MALSR

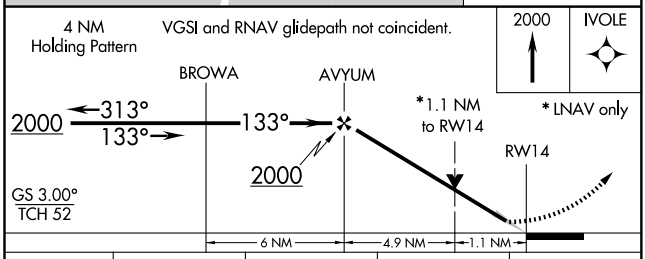
MISSED APPROACH: Climb to 2000 direct IVOLE and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	227/24 200 (200-½)			
LNAV/VNAV DA	464/50 437 (500-1)			
LNAV MDA	440/24 413 (500-½)		440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69512 W18A	APP CRS 178°	Rwy ldg 4935 TDZE 27 Apt Elev 28

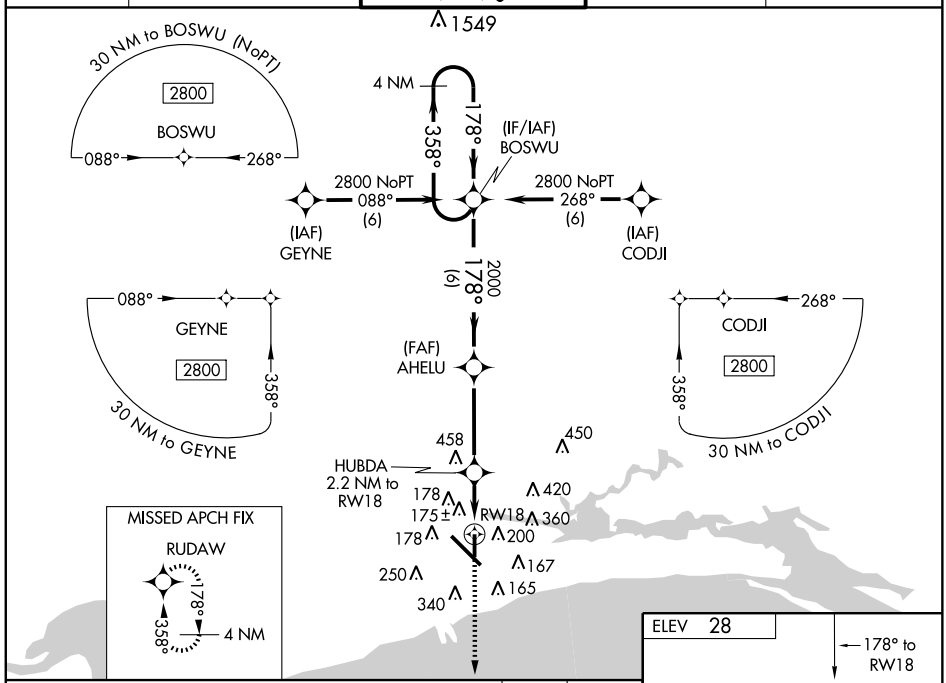
RNAV (GPS) RWY 18
GULFPORT-BILOXI INTL (GPT)

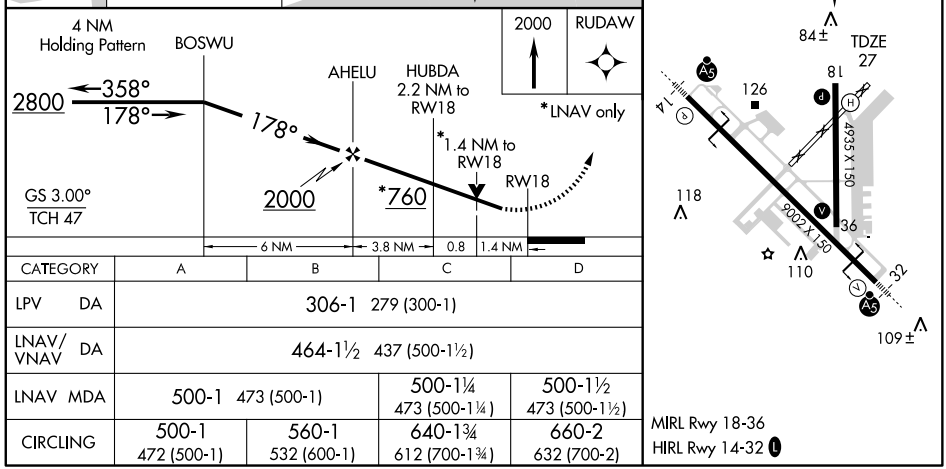
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) (L) 339.8	120.4 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	306-1 279 (300-1)			
LNAV/VNAV DA	464-1½ 437 (500-1½)			
LNAV MDA	500-1 473 (500-1)		500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

WAAS CH 56207 W32A	APP CRS 313°	Rwy ldg 9002 TDZE 28 Apt Elev 28

RNAV (GPS) RWY 32
GULFPORT-BILOXI INTL (GPT)

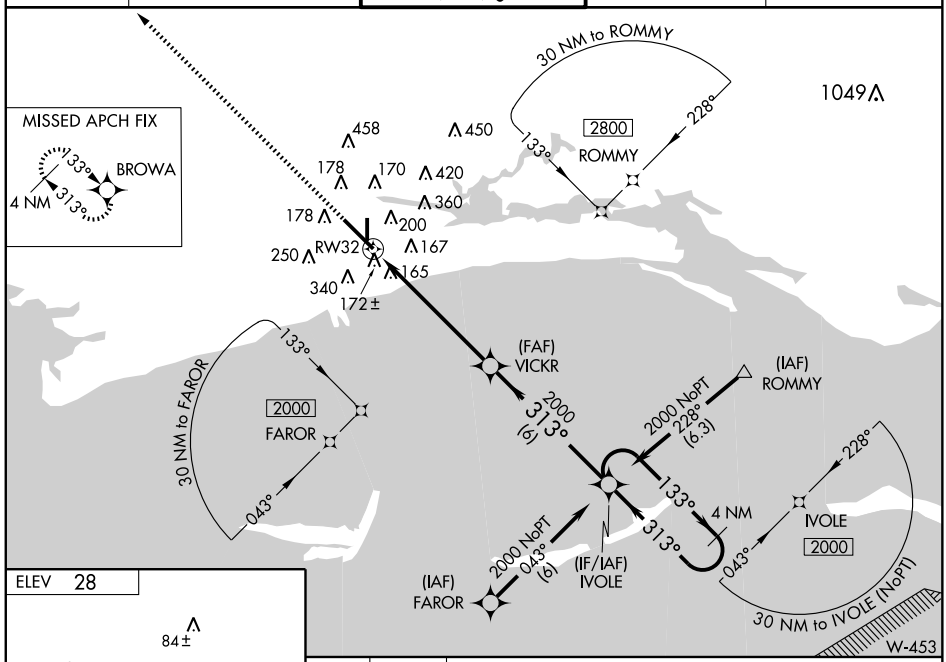
ASR

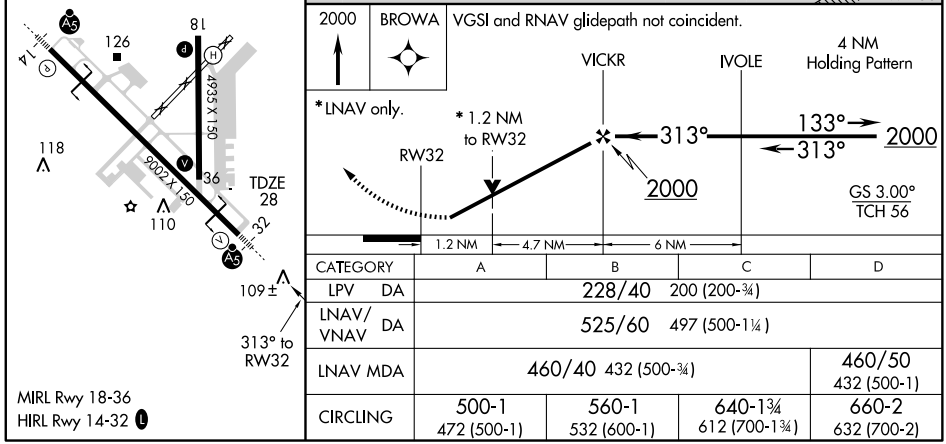
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase circling visibility Cat C to 2 and Cat D to 2¼ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct BROWA and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	228/40 200 (200-¾)			
LNAV/VNAV DA	525/60 497 (500-1¼)			
LNAV MDA	460/40 432 (500-¾)			460/50 432 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

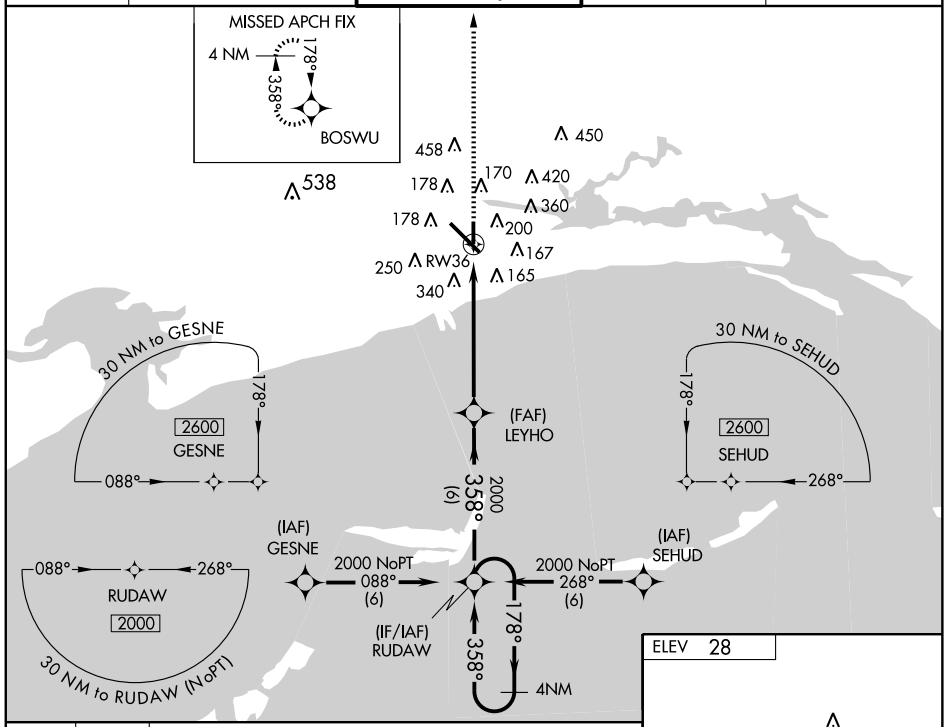
WAAS CH 42812 W36A	APP CRS 358°	Rwy ldg 4935 TDZE 28 Apt Elev 28

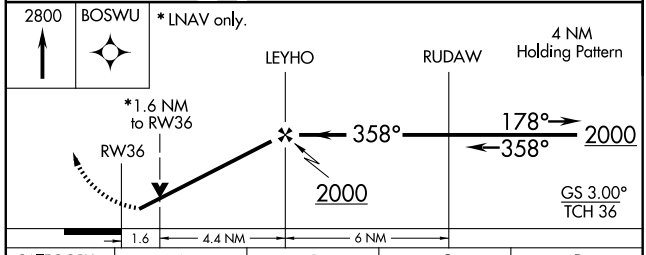
RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

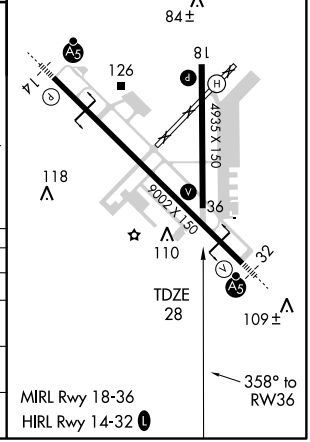
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and ASR increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	328-1 300 (300-1)			
LNAV/VNAV DA	660-2¼ 632 (700-2¼)			
LNAV MDA	580-1 552 (600-1)		580-1½ 552 (600-1½)	580-1¾ 552 (600-1¾)
CIRCLING	580-1 552 (600-1)		640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC GPT	APP CRS	Rwy ldg	9002
109.0	140°	TDZE	27
Chan 27		Apt Elev	28

VOR/DME or TACAN RWY 14

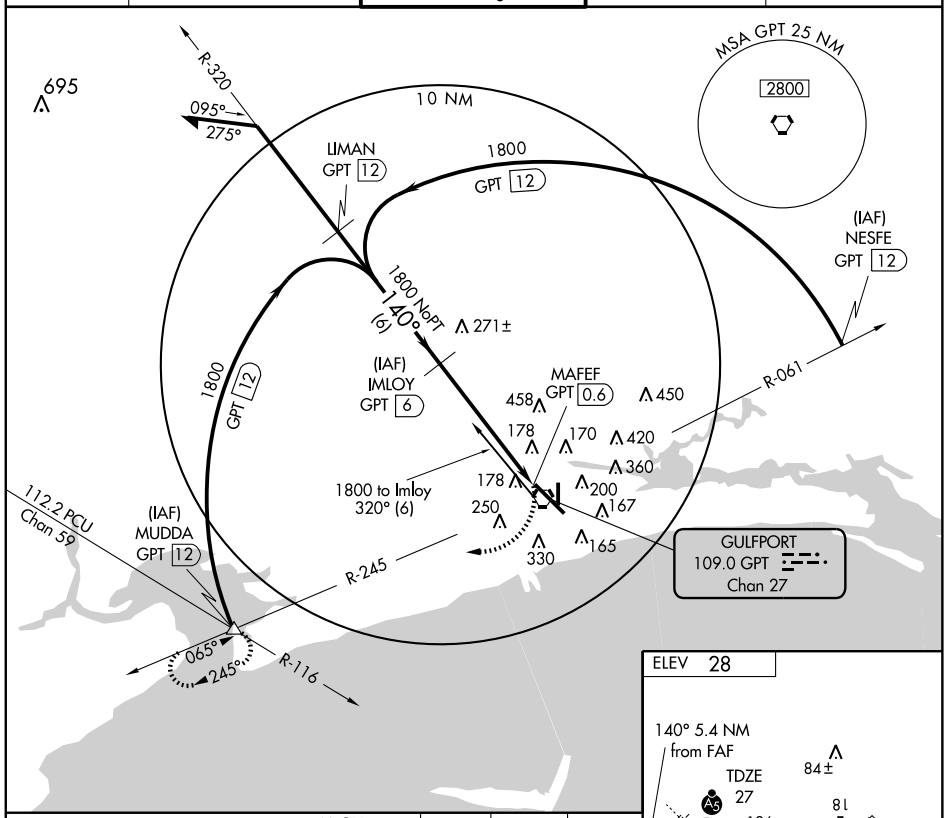
GULFPORT-BILOXI INTL (GPT)

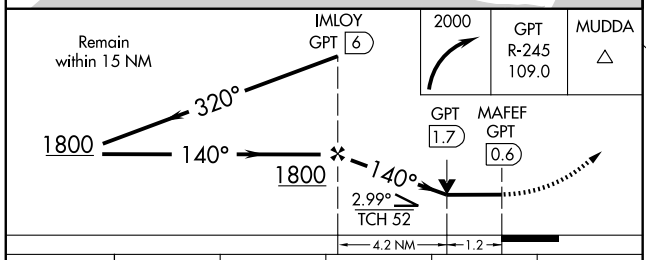
ASR: For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

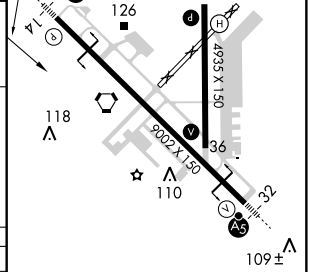
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D	E
S-14	440/24 413 (500-½)		440/40 413 (500-¾)	440/50 413 (500-1)	
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC GPT	APP CRS	Rwy ldg	9002
109.0	307°	TDZE	28
Chan 27		Apt Elev	28

VOR/DME or TACAN RWY 32

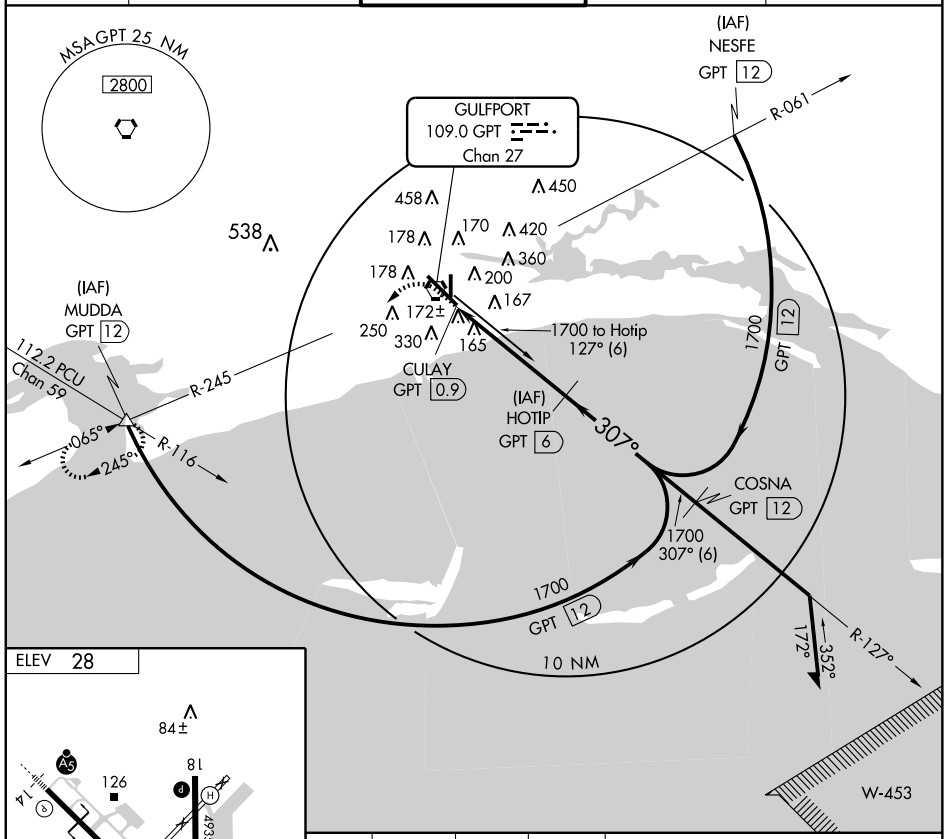
GULFPORT-BILOXI INTL (GPT)

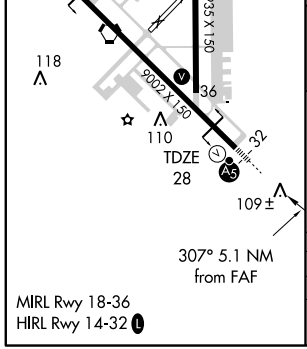
ASR: For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

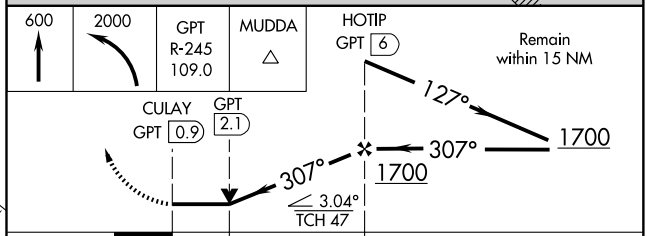
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D	E
S-32	440/40 412 (500-¾)			440/50 412 (500-1)	
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

VORTAC GPT 109.0 Chan 27	APP CRS 136°	Rwy ldg 9002 TDZE 27 Apt Elev 28

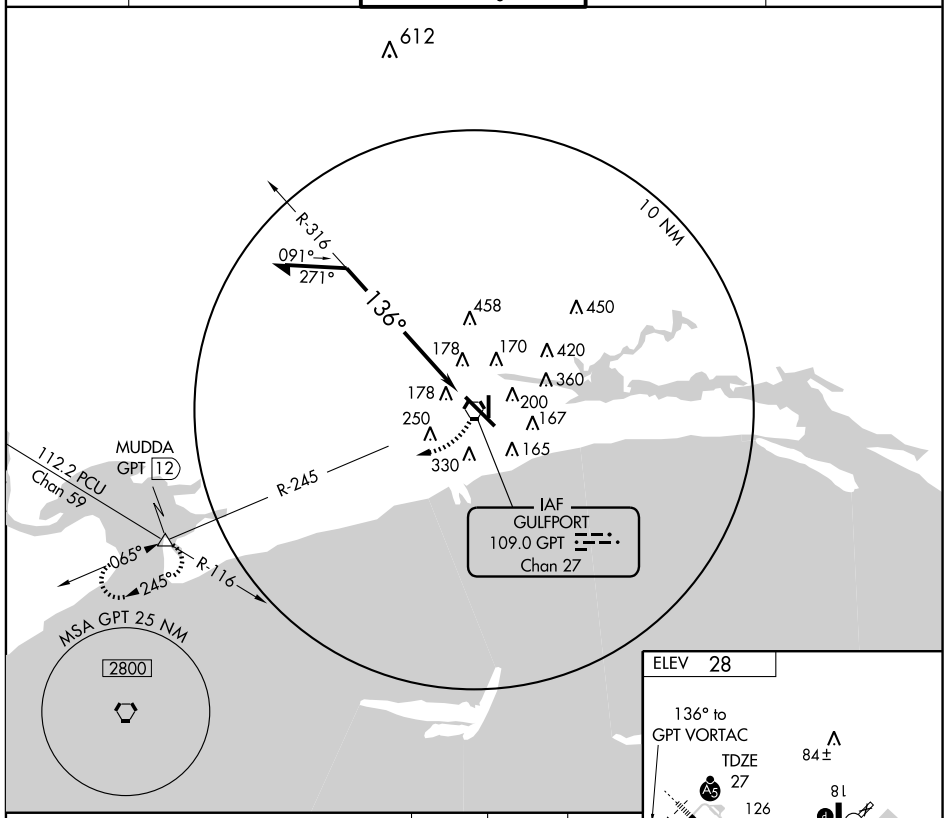
VOR RWY 14
GULFPORT-BILOXI INTL (GPT)

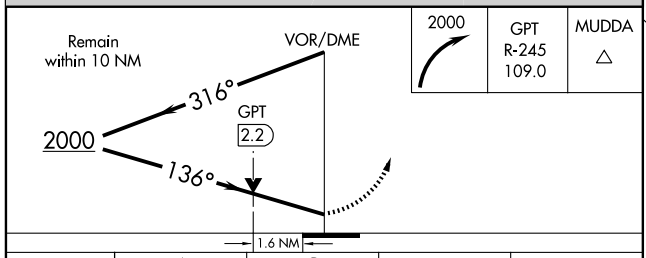
ASR

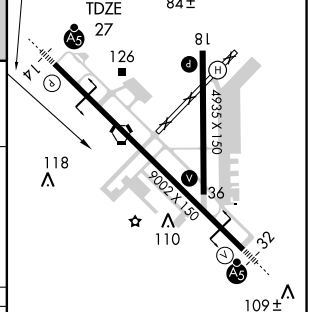
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
S-14	580/24 553 (600-½)		580/50 553 (600-1)	580/60 553 (600-1¼)
CIRCLING	580-1 552 (600-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC GPT	APP CRS	Rwy ldg	9002
109.0	308°	TDZE	28
Chan 27		Apt Elev	28

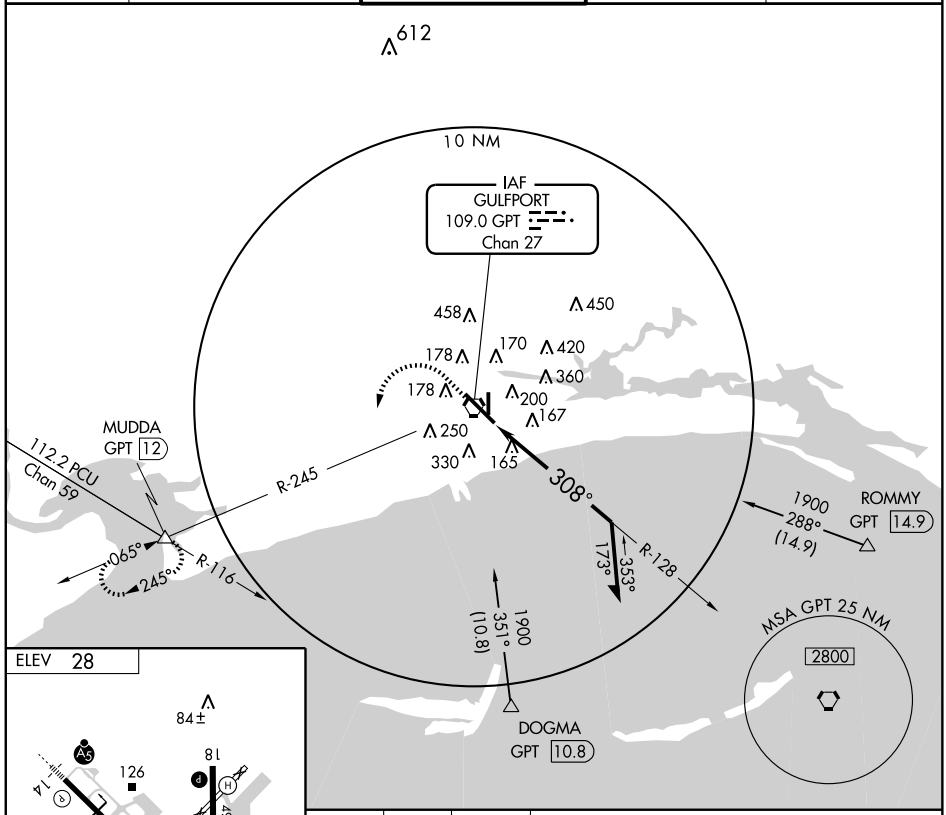
VOR RWY 32
GULFPORT-BILOXI INTL (GPT)

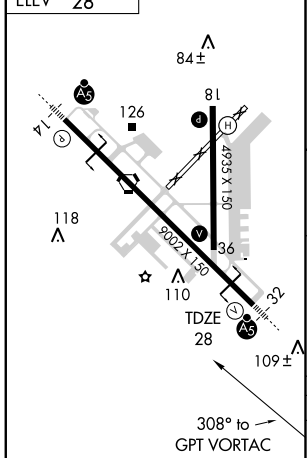
ASR: For inoperative MALSR increase S-32 Cats A and B visibility to RVR 5000.

MALSR

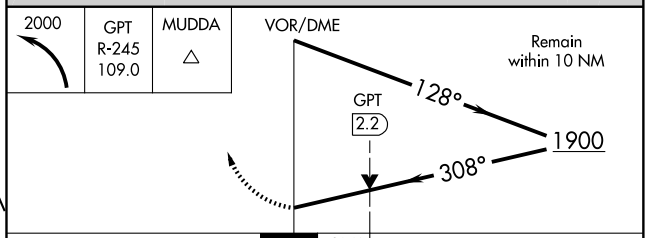
MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L

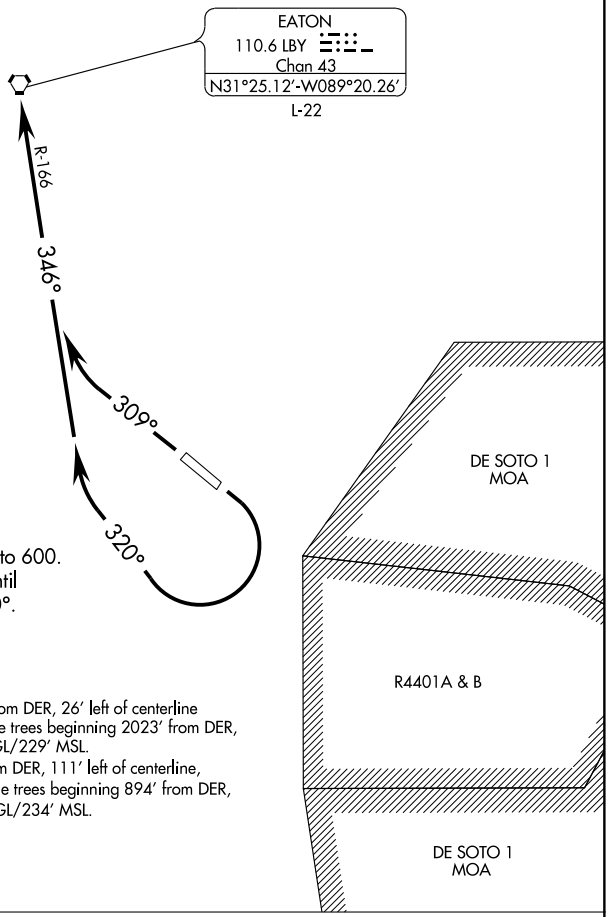


CATEGORY	A	B	C	D
S-32	480/40 452 (500-¾)			480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

EATON ONE DEPARTURE

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8



TAKEOFF MINIMUMS:
Rwy 13, ATC climb of 300' per NM to 600.
Rwy 13, Do not exceed 230 knots until established on heading 320°.
Rwy 31, Standard.

TAKE-OFF OBSTACLES:
Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5098
129°	TDZE	151
	Apt Elev	151

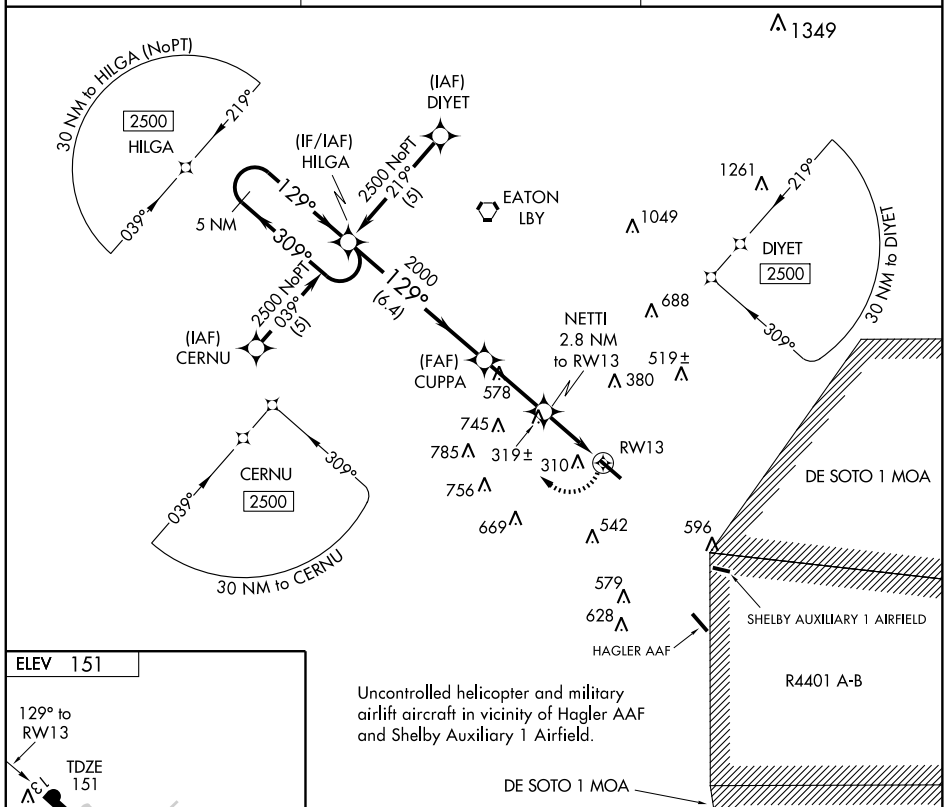
RNAV (GPS) Y RWY 13

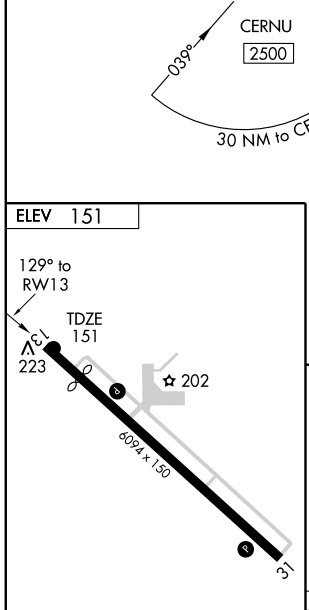
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

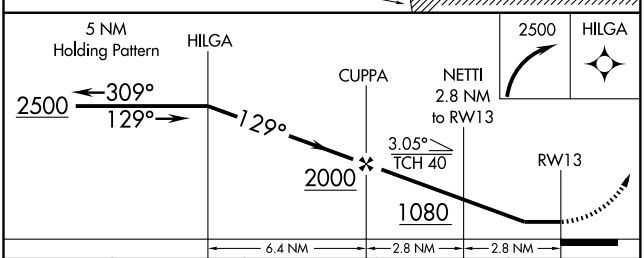
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 429 (500-1)		580-1¼ 429 (500-1¼)	580-1½ 429 (500-1½)
CIRCLING	680-1 529 (600-1)	700-1 549 (600-1)	720-1½ 569 (600-1½)	720-2 569 (600-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4. 14 JAN 2010 to 11 FEB 2010

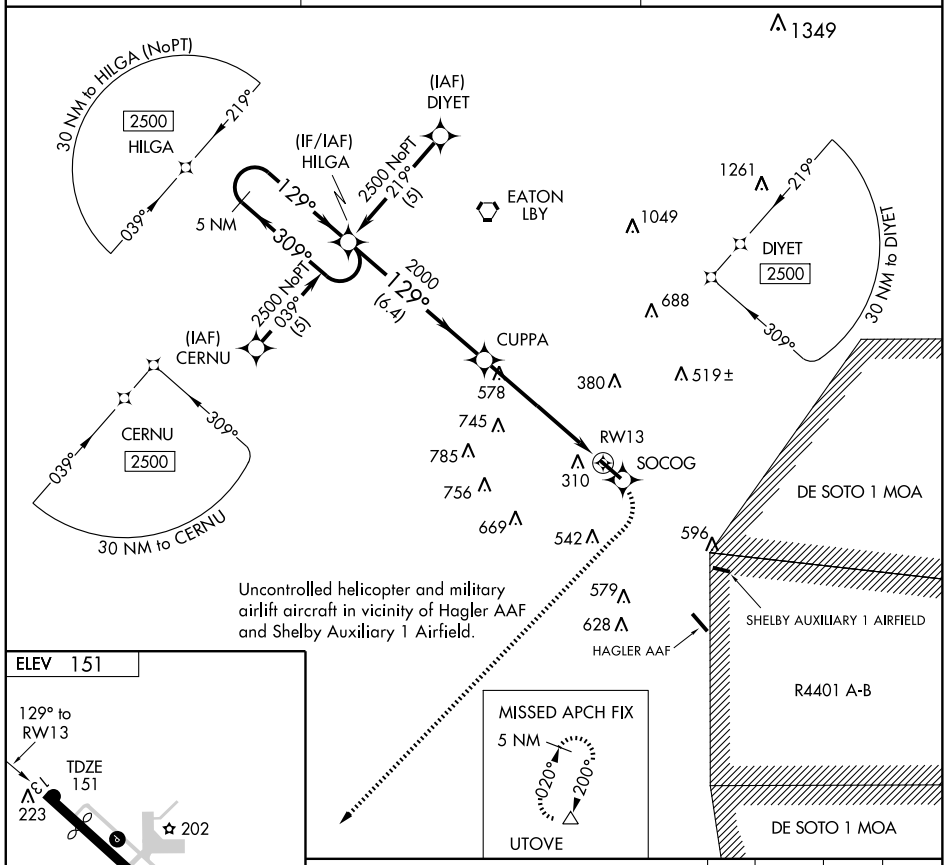
WAAS CH 86403 W13A	APP CRS 129°	Rwy ldg 5098 TDZE 151 Apt Elev 151

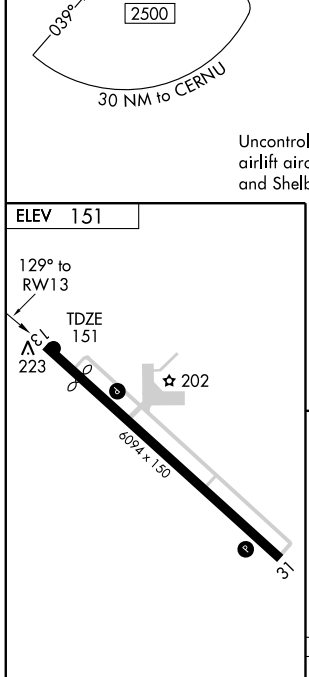
RNAV (GPS) Z RWY 13
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

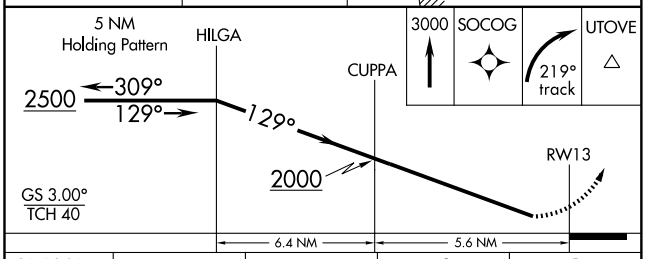
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase DA to 705 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct SOCOG and right turn via 219° track to UTOVE and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	654-1¾ 503 (600-1¾)			

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC LBY	APP CRS	Rwy ldg	5098
110.6	151°	TDZE	151
Chan 43		Apt Elev	151

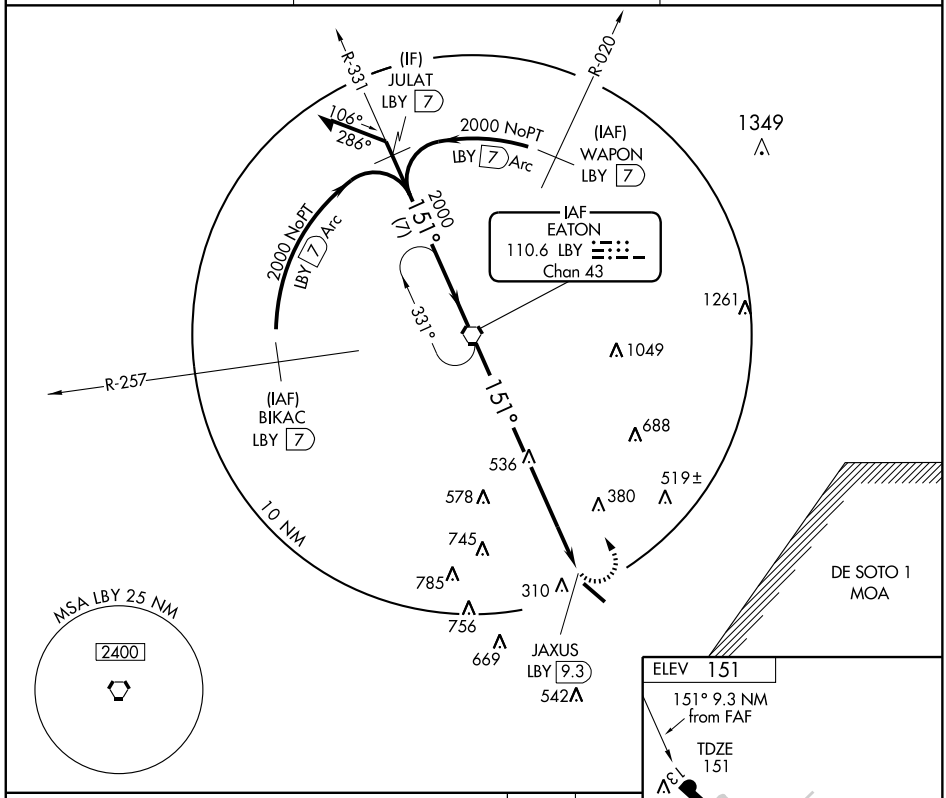
VOR RWY 13

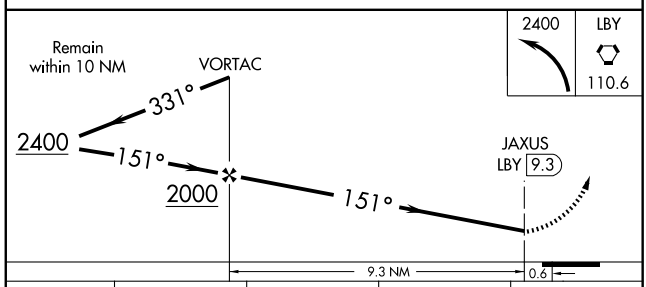
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

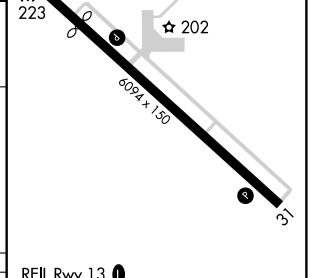
When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







REIL Rwy 13 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	
CIRCLING	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	

FAF to MAP 9.3 NM

Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

SC-4, 14 JAN 2010 to 11 FEB 2010

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

ILS RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

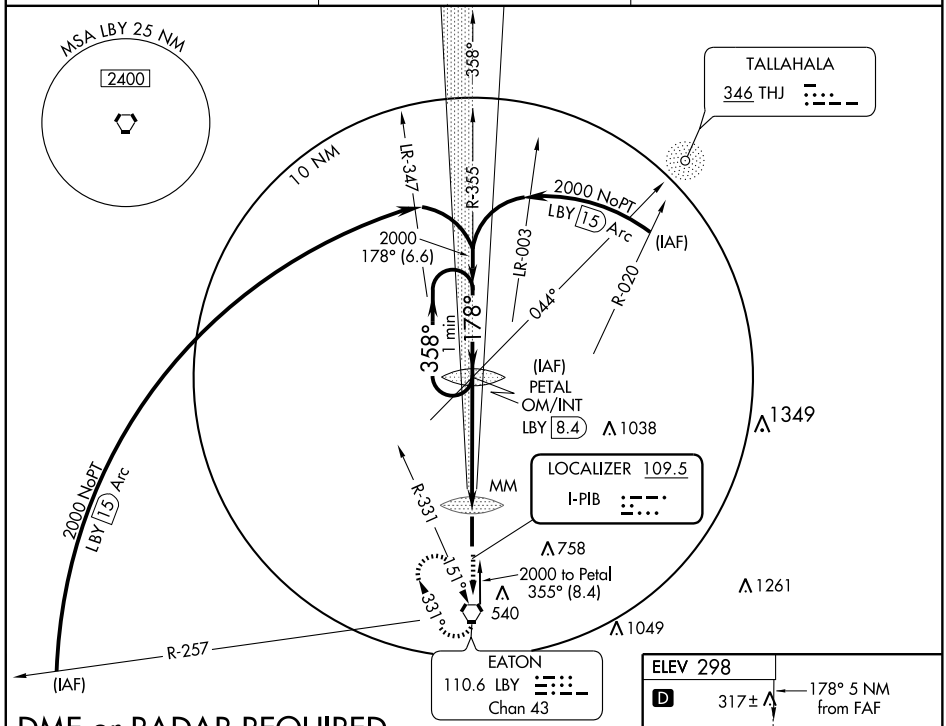
LOC I-PIB	APP CRS	Rwy ldg	6501
109.5	178°	TDZE	298
		Apt Elev	298

If local altimeter not received use McComb altimeter setting and increase all DHs and MDAs 280 feet.

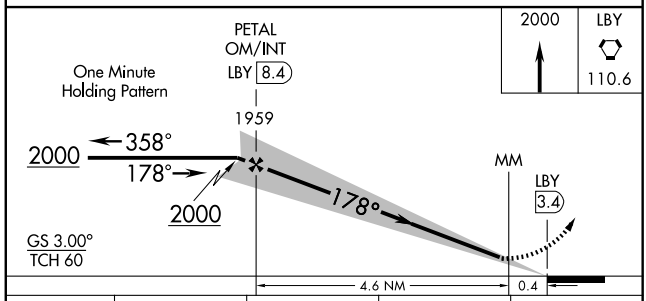
MALSR

MISSED APPROACH: Climb to 2000 direct LBY Vortac and hold.

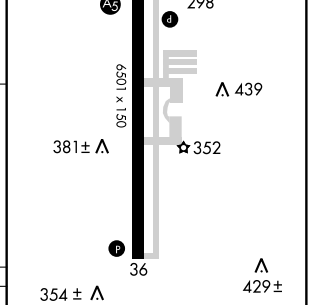
AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L



DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 18	498-½ 200 (200-½)			
S-LOC 18	720-½ 422 (500-½)		720-¾ 422 (500-¾)	
CIRCLING	760-1 462 (500-1)		760-1½ 462 (500-1½)	860-2 562 (600-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 14 JAN 2010 to 11 FEB 2010

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

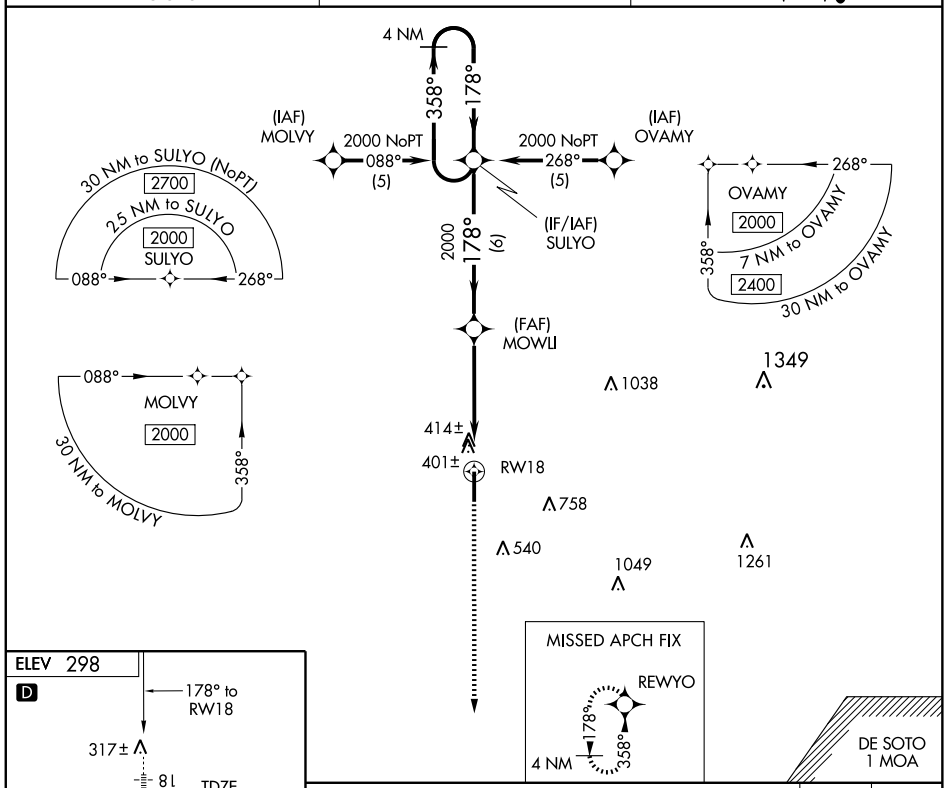
WAAS CH 49201 W18A	APP CRS 178°	Rwy ldg 6501 TDZE 298 Apt Elev 298

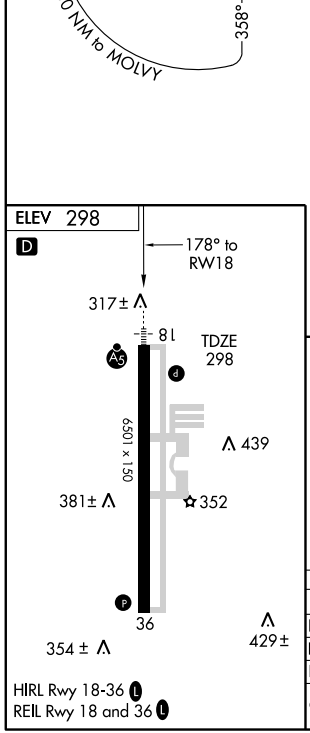
DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibilities to 1¼. Inoperative table does not apply to LNAV Cats A/B/C.

MALSR

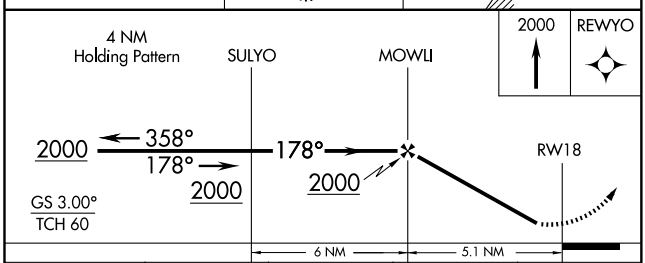
MISSED APPROACH: Climb to 2000 direct REWYO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L





HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	640-1 342 (400-1)			
LNAV/VNAV DA	691-1 393 (400-1)			
LNAV MDA	680-1 382 (400-1)			
CIRCLING	740-1¼ 442 (500-1¼)	760-1¼ 462 (500-1¼)	760-1½ 462 (500-1½)	860-2 562 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH **93901** **W36A**	APP CRS **358°**	Rwy ldg **6501** TDZE **296** Apt Elev **298**

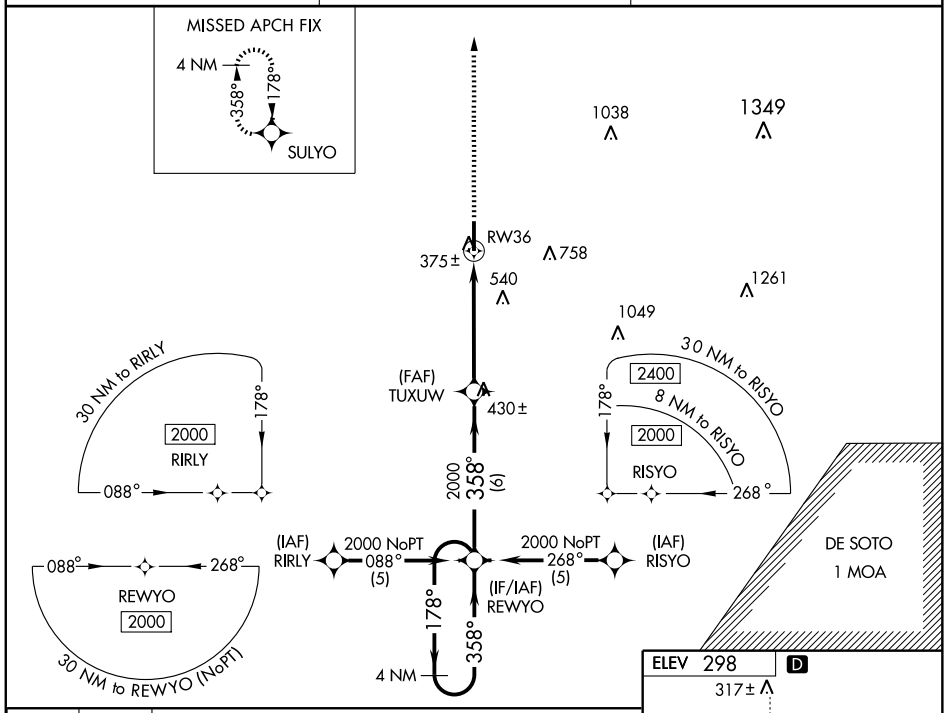
RNAV (GPS) RWY 36

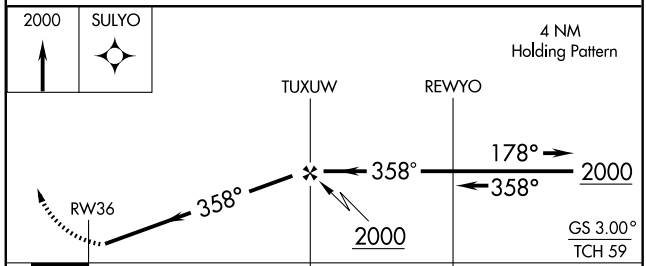
HATTIESBURG-LAUREL RGNL (PIB)

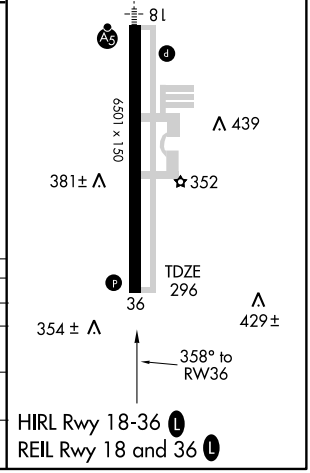
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct SULYO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	**126.8 327.8**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	569-1 273 (300-1)			
LNAV/VNAV DA	625-1 329 (400-1)			
LNAV MDA	680-1 384 (400-1)			680-1¼ 384 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

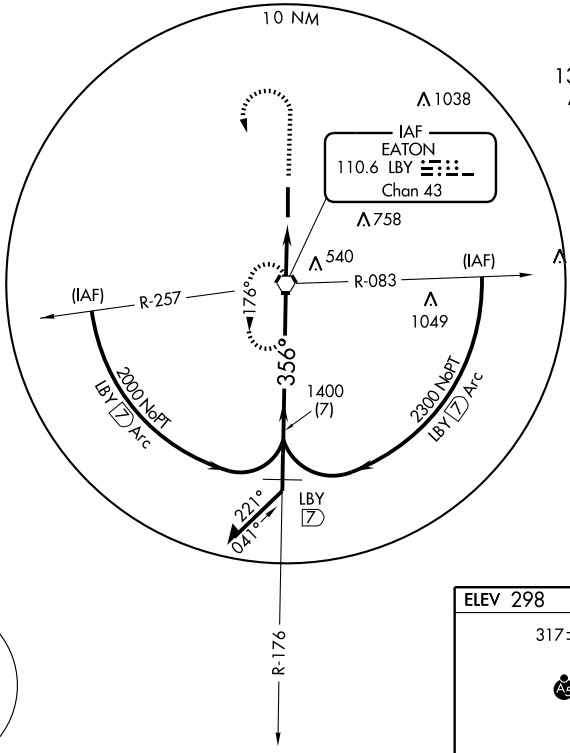
VOR-A

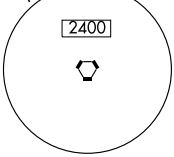
HATTIESBURG-LAUREL RGNL (PIB)

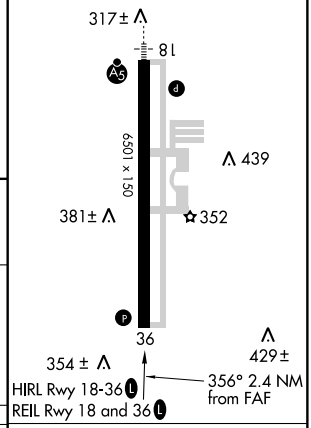
VORTAC LBY	APP CRS	Rwy ldg	N/A
110.6	356°	TDZE	N/A
Chan 43		Apt Elev	298

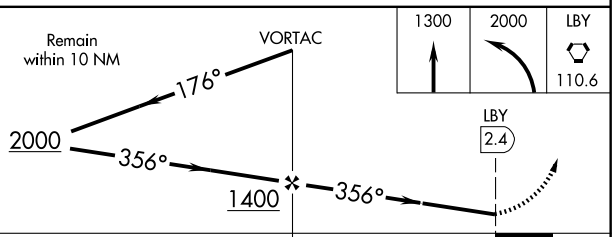
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC HLI	APP CRS	Rwy ldg	3201
112.4	152°	TDZE	553
Chan 71		Apt Elev	553

VOR/DME or GPS RWY 18

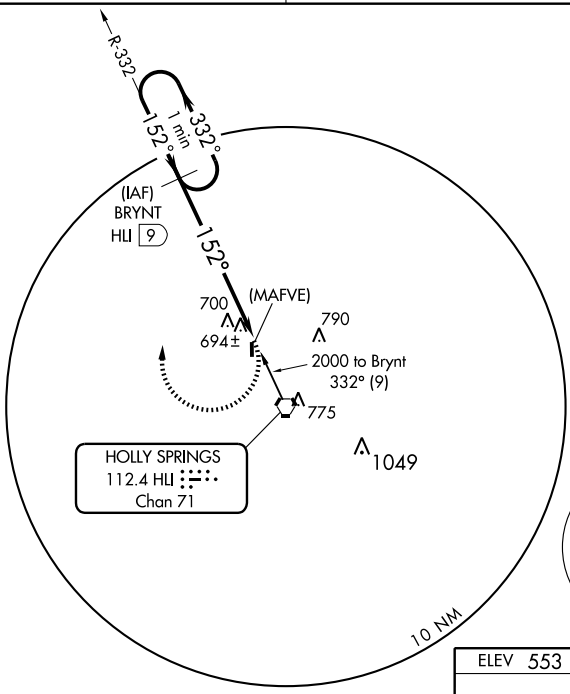
HOLLY SPRINGS-MARSHALL COUNTY (M41)

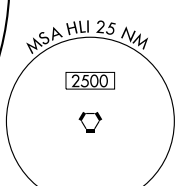
Use Memphis altimeter setting.

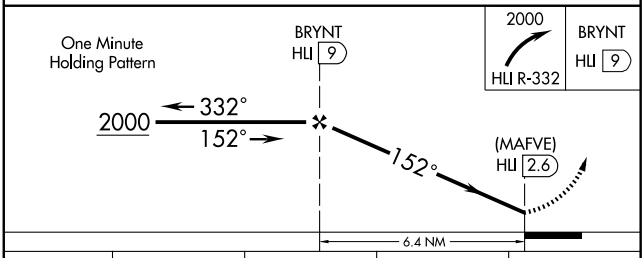
NA

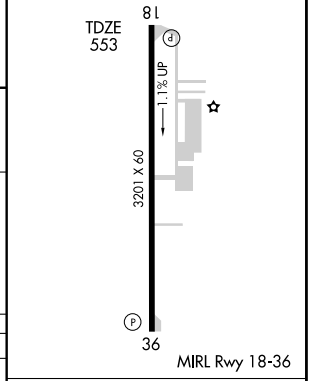
MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)









CATEGORY	A	B	C	D
S-18	1080-1 527 (600-1)		1080-1½ 527 (600-1½)	NA
CIRCLING	1120-1 567 (600-1)	1140-1 587 (600-1)	1140-1½ 587 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

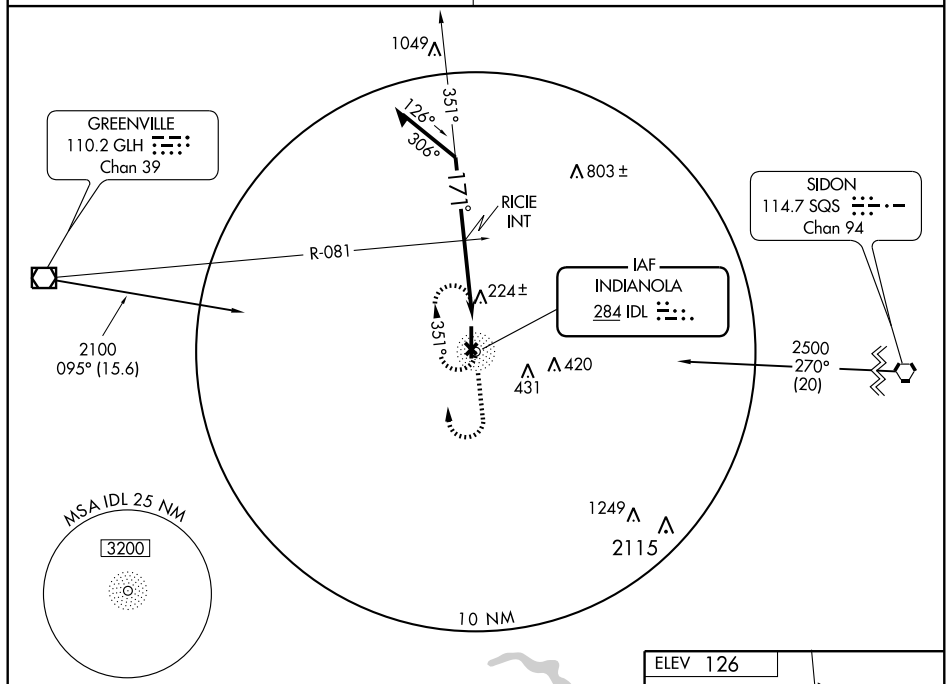
NDB IDL	APP CRS	Rwy ldg	7004
284	171°	TDZE	126
		Apt Elev	126

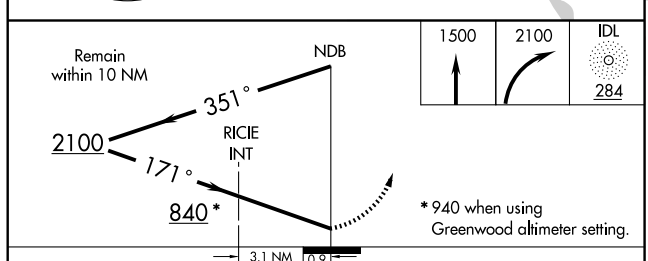
NDB RWY 17
INDIANOLA MUNI (IDL)

Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

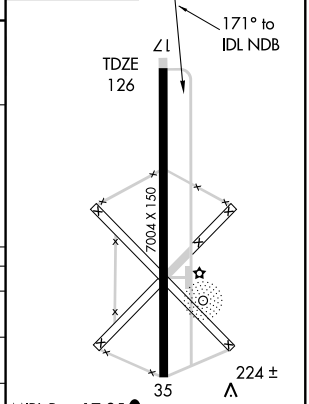
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L





* 940 when using Greenwood altimeter setting.



MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	840-1 714 (800-1)		840-2 714 (800-2)	840-2¼ 714 (800-2¼)
CIRCLING	840-1 714 (800-1)		840-2 714 (800-2)	840-2¼ 714 (800-2¼)
NDB/VOR MINIMUMS				
S-17	580-1 454 (500-1)		580-1¼ 454 (500-1¼)	580-1½ 454 (500-1½)
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NDB IDL	APP CRS	Rwy ldg	7004
284	007°	TDZE	121
		Apt Elev	126

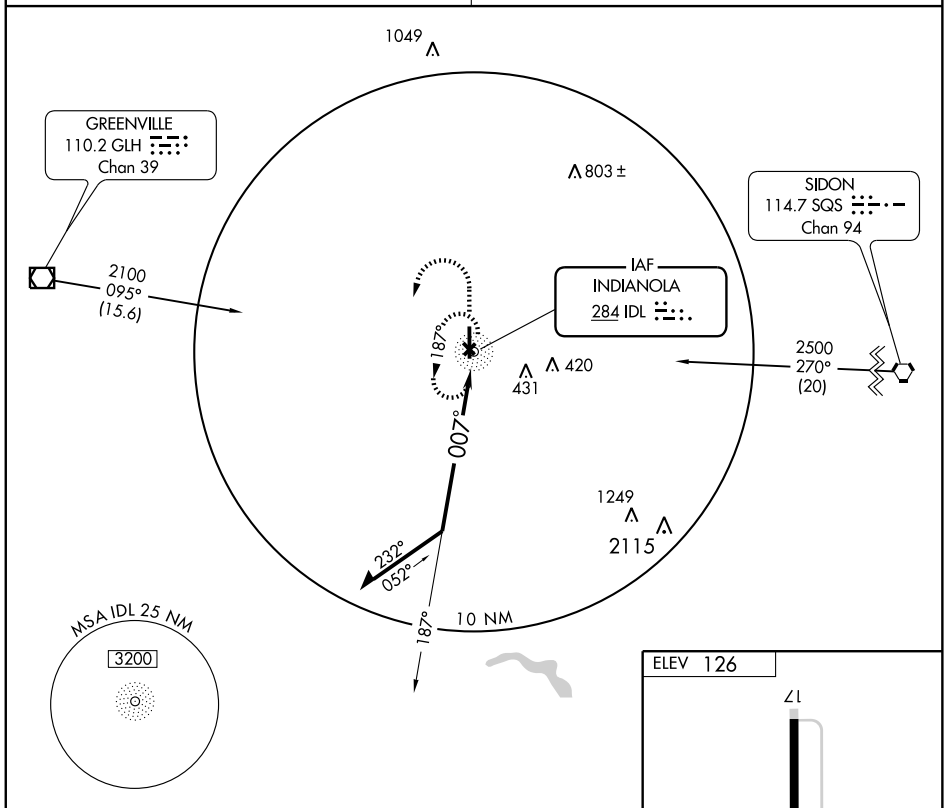
NDB RWY 35
INDIANOLA MUNI (IDL)

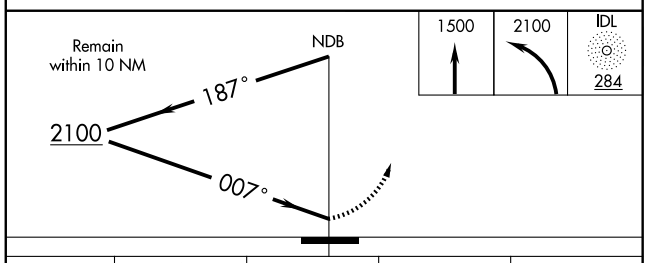
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

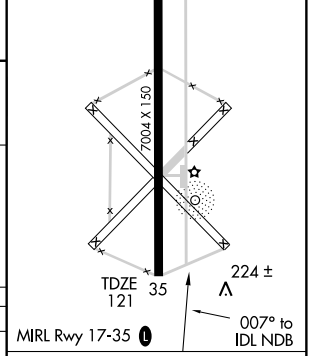
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	740-1	619 (700-1)	740-1¾ 619 (700-1¾)	740-2 619 (700-2)
CIRCLING	740-1	614 (700-1)	740-1¾ 614 (700-1¾)	780-2 654 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

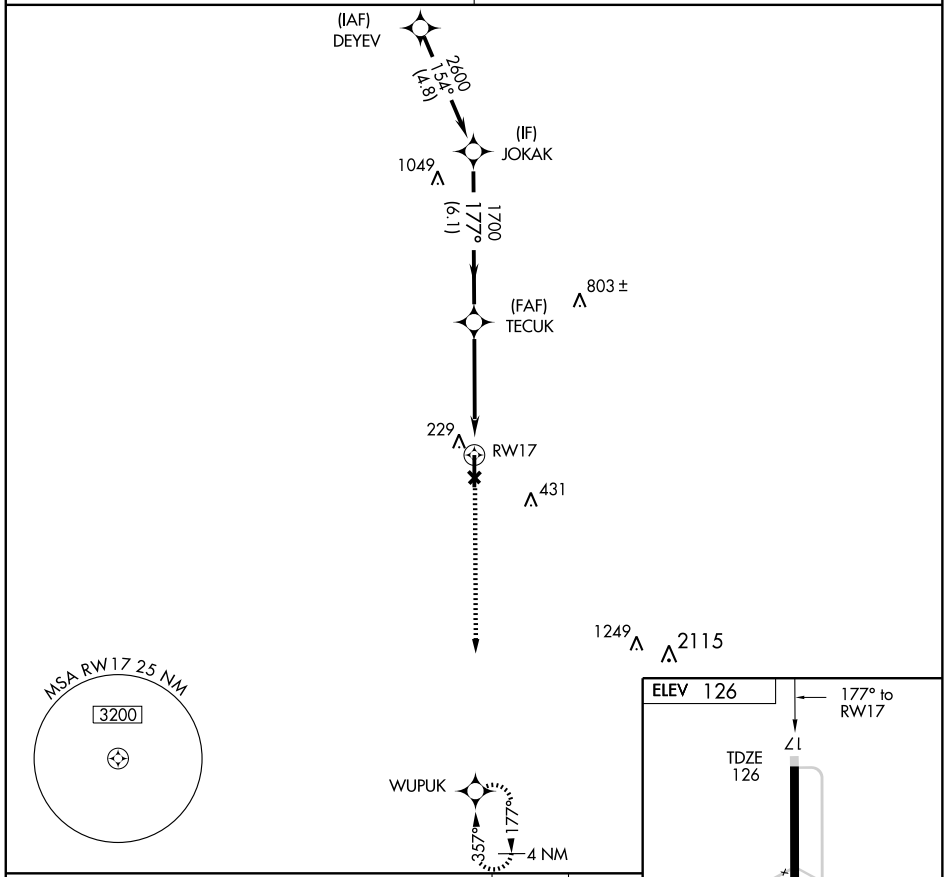
APP CRS	Rwy ldg	7004
177°	TDZE	126
	Apt Elev	126

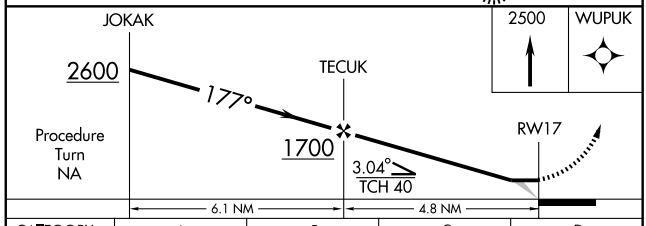
RNAV (GPS) RWY 17
INDIANOLA MUNI (IDL)

DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1 394 (400-1)			520-1¼ 394 (400-1¼)
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7004
357°	TDZE	121
	Apt Elev	126

RNAV (GPS) RWY 35

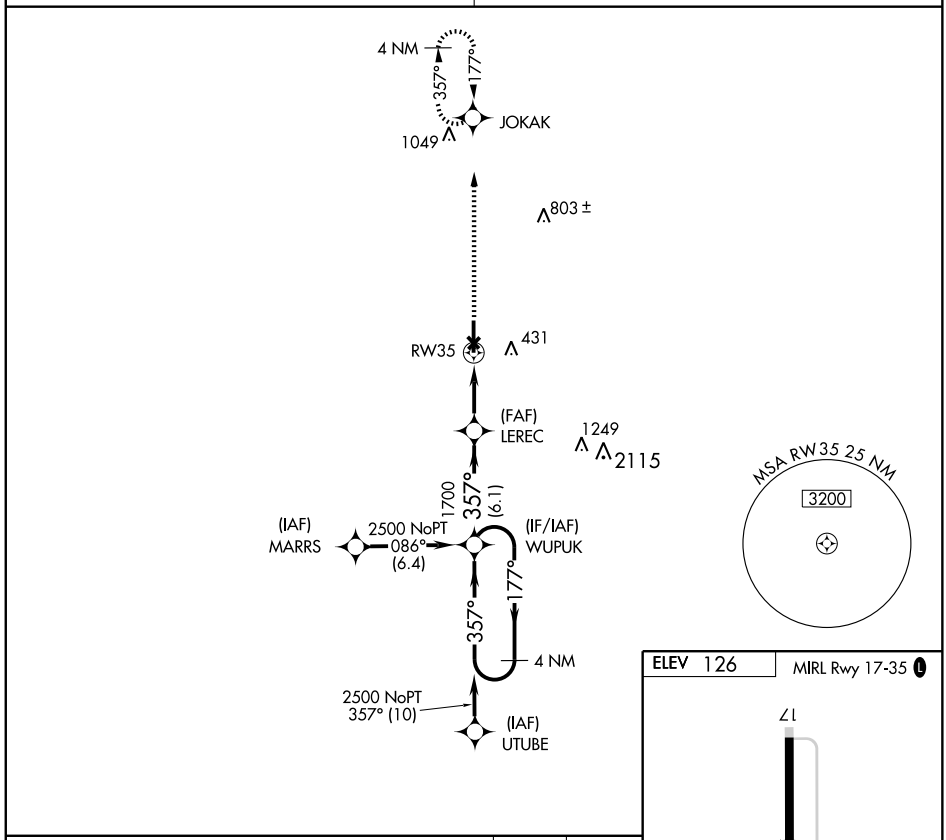
INDIANOLA MUNI (IDL)

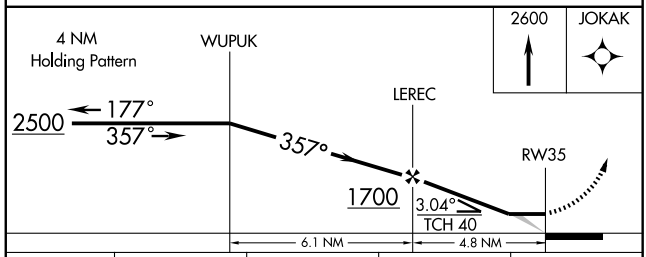
NA

DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

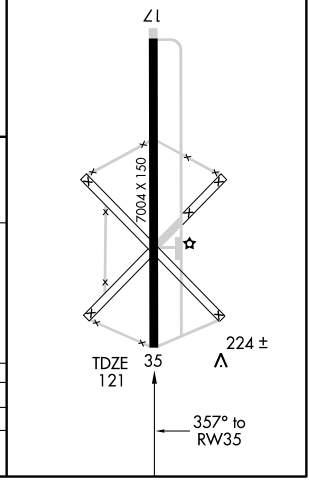
MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1	419 (500-1)	540-1¼	419(500-1¼)
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)

ELEV 126 MIRL Rwy 17-35 L



VORTAC SQS	APP CRS	Rwy ldg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	126

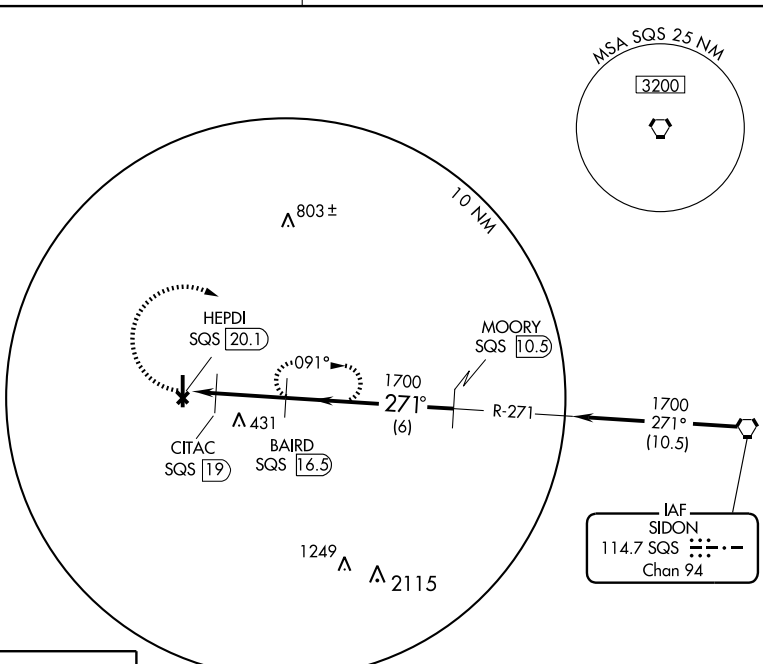
VOR/DME-A

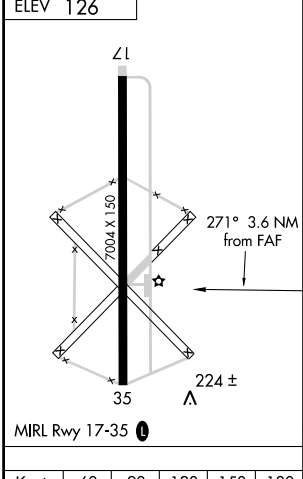
INDIANOLA MUNI (IDL)

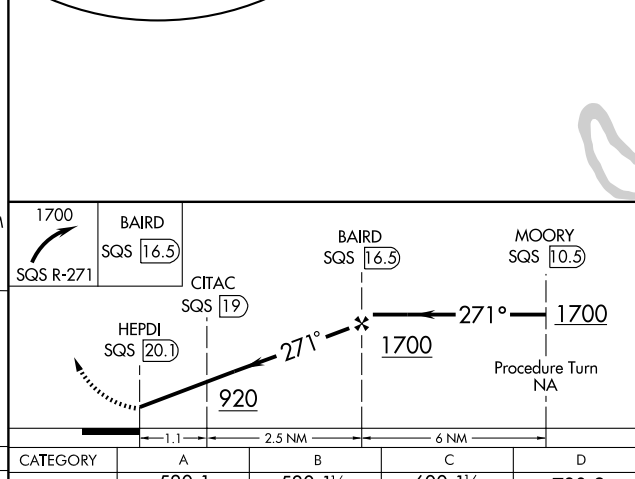
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

MISSED APPROACH: Climbing right turn to 1700 via SQS R-271 to BAIRD 16.5 DME and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)	580-1¼ 454 (500-1¼)	600-1½ 474 (500-1½)	780-2 654 (700-2)

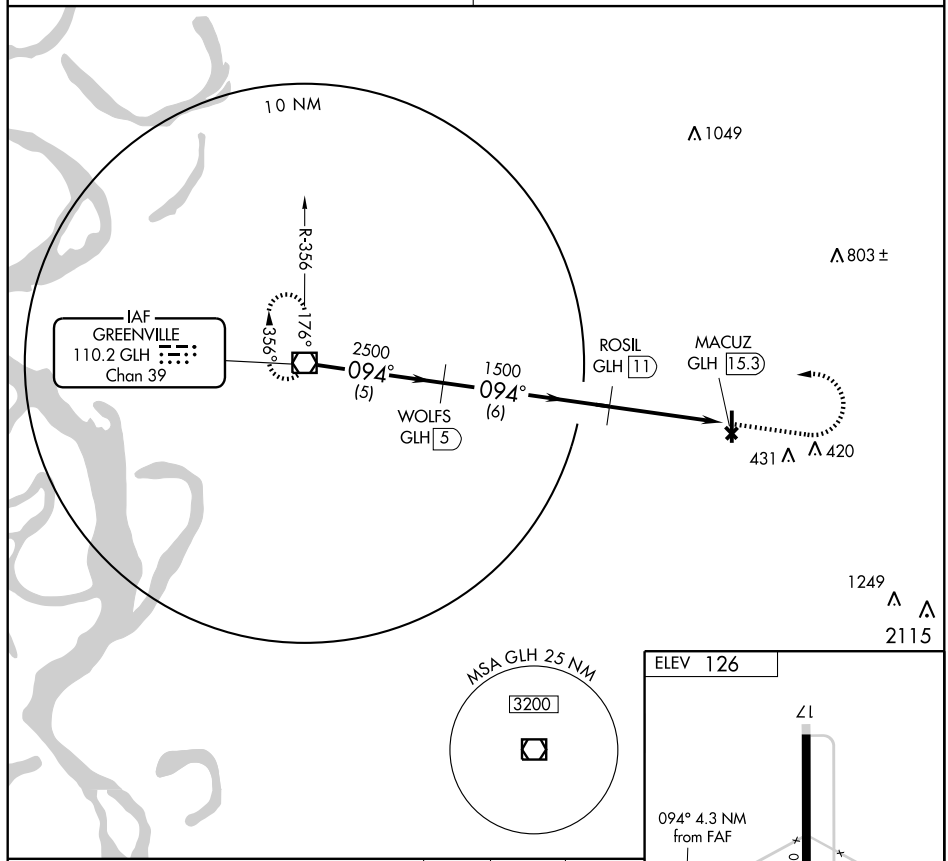
VOR/DME GLH 110.2 Chan 39	APP CRS 094°	Rwy ldg N/A TDZE N/A Apt Elev 126

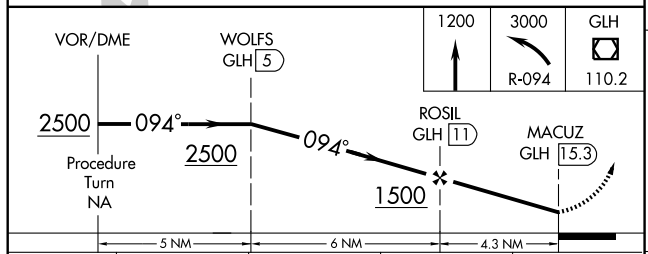
VOR/DME-B
INDIANOLA MUNI (IDL)

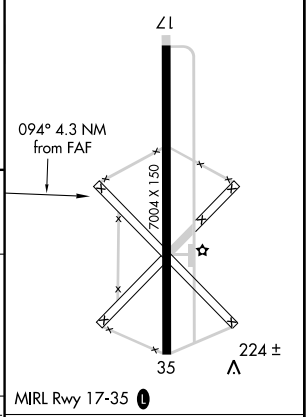
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDA's 100 feet.
NA

MISSED APPROACH: Climb to1200 then climbing left turn to 3000 via R-094 to GLH VOR/DME and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

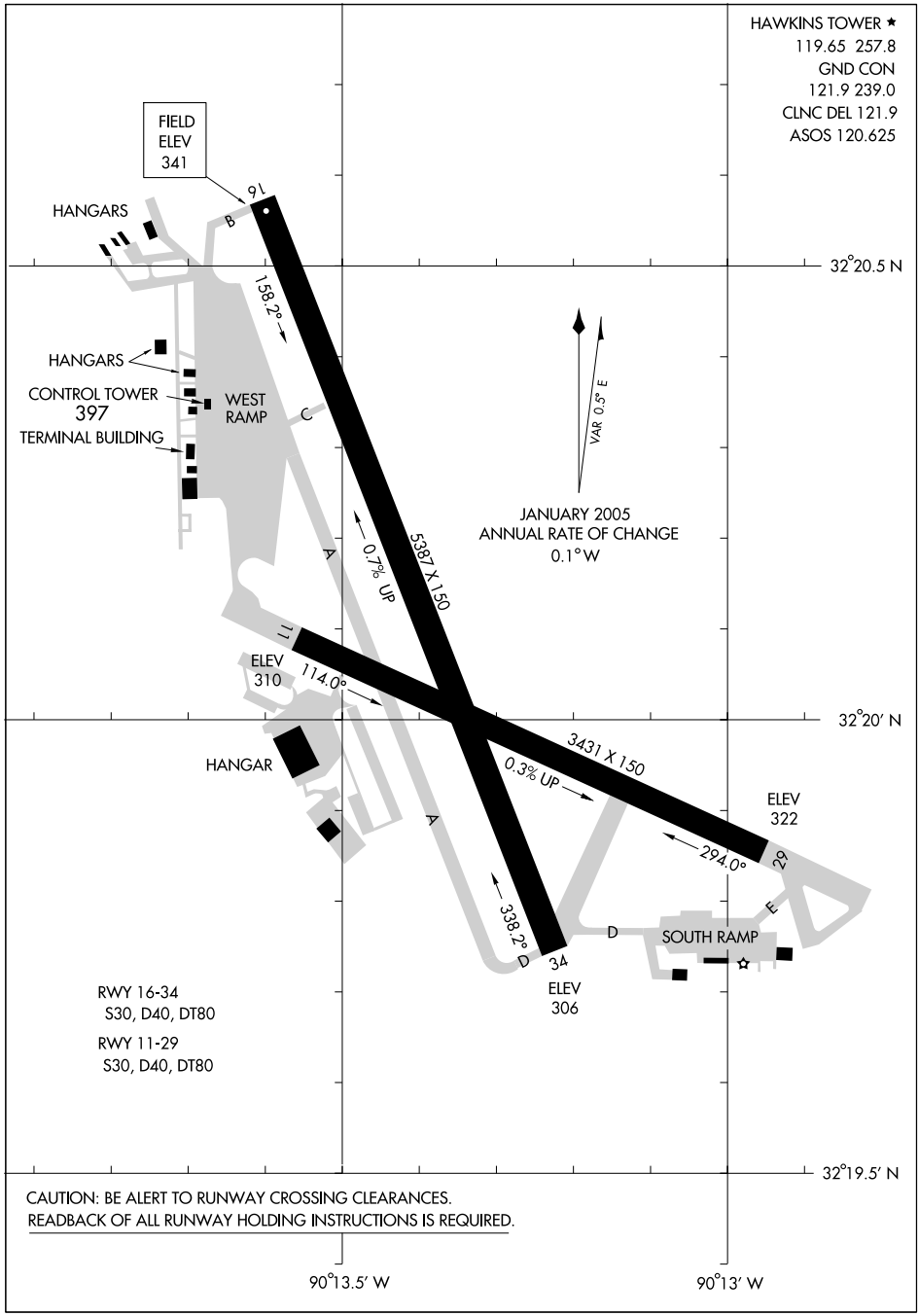
Knots	60	90	120	150	180
Min:Sec					

AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)

JACKSON, MISSISSIPPI



LOC I-JHF	APP CRS	Rwy ldg	5387
111.7	157°	TDZE	341
		Apt Elev	342

ILS RWY 16

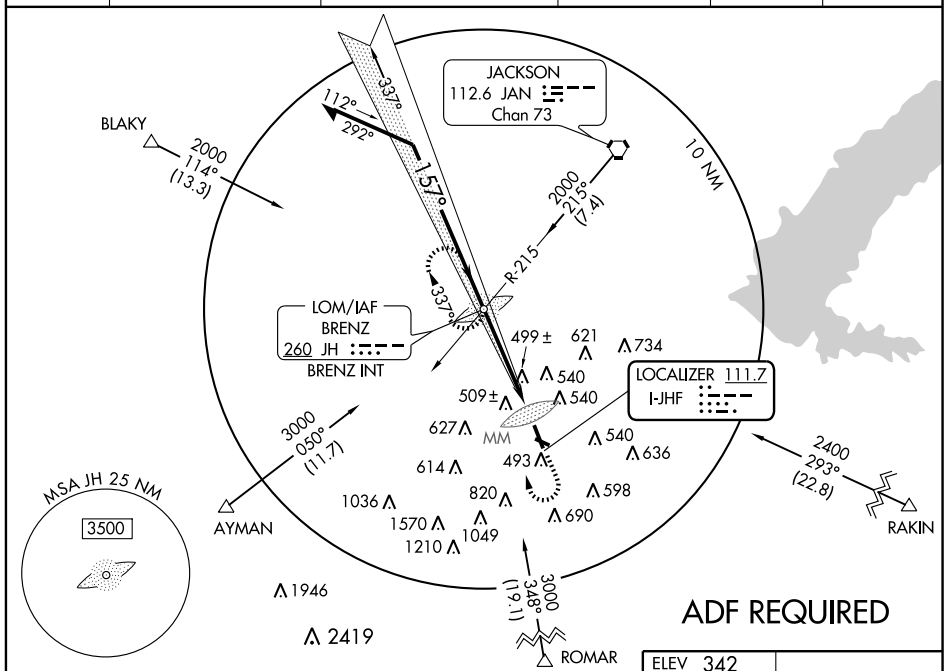
JACKSON/HAWKINS FIELD (HKS)

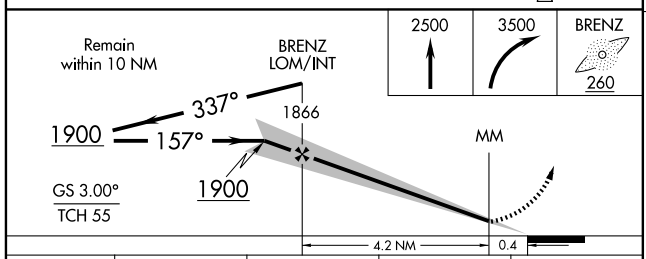
Obtain local altimeter setting on CTAF; if not received, use Jackson altimeter setting minimums. Glide Slope unusable when control tower not in operation, only localizer minimums authorized during this period.

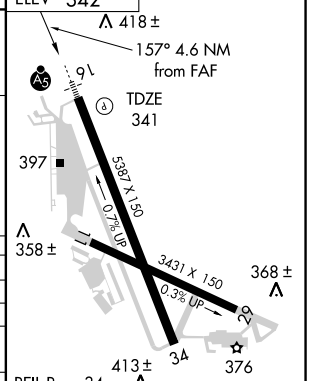
MALSR

MISSED APPROACH: Climb to 2500, then climbing right turn to 3500 direct BRENZ LOM/Int and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) 257.8	121.9 239.0	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 16	541-½ 200 (200-½)			
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
CIRCLING	940-1 598 (600-1)		940-1½ 598 (600-1½)	940-2 598 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
S-ILS 16	561-½ 220 (300-½)			
S-LOC 16	780-½ 439 (500-½)		780-¾ 439 (500-¾)	780-1 439 (500-1)
CIRCLING	960-1 618 (700-1)		960-1¾ 618 (700-1¾)	960-2 618 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5387
157°	TDZE	341
	Apt Elev	341

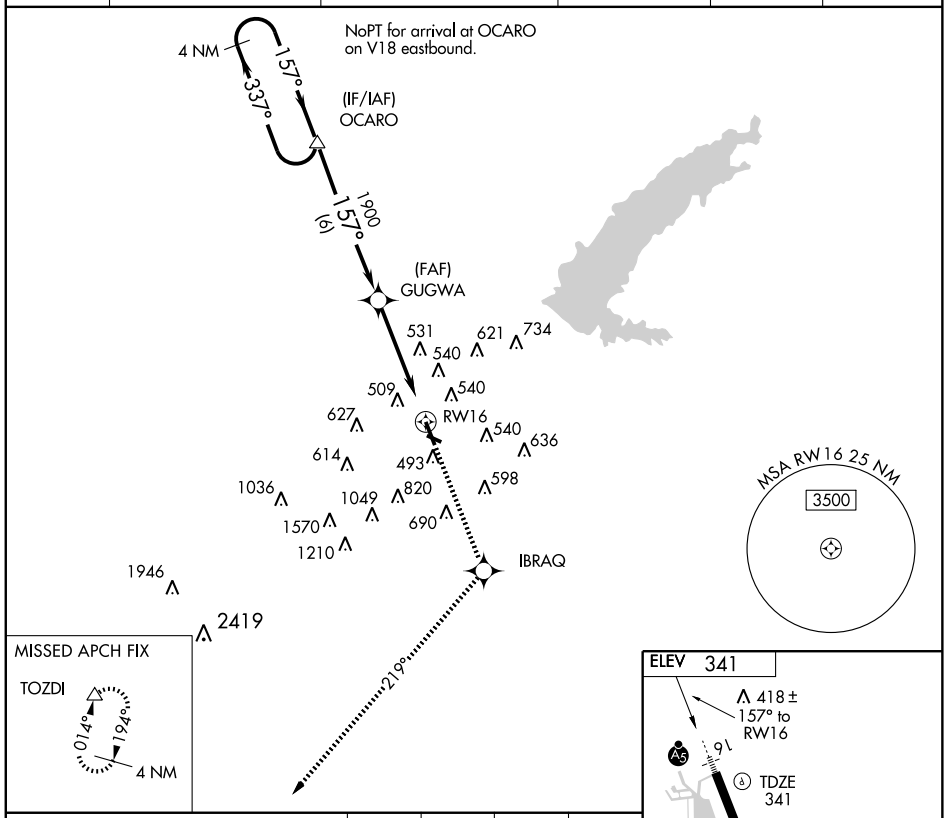
RNAV (GPS) RWY 16
JACKSON/ HAWKINS FIELD (HKS)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet. VDP NA when using Jackson-Evers Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1800 direct IBRAQ then climbing right turn to 3400 via 219° track to TOZDI and hold.

ASOS	JACKSON APP CON ★		HAWKINS TOWER ★		GND CON		CLNC DEL	UNICOM
120.625	123.9	125.25	319.2	119.65 (CTAF)	L 257.8	121.9	239.0	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	800-½ 459 (500-½)		800-¾ 459 (500-¾)	800-1 459 (500-1)
CIRCLING	840-1 498 (500-1)		840-1½ 498 (500-1½)	900-2 558 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

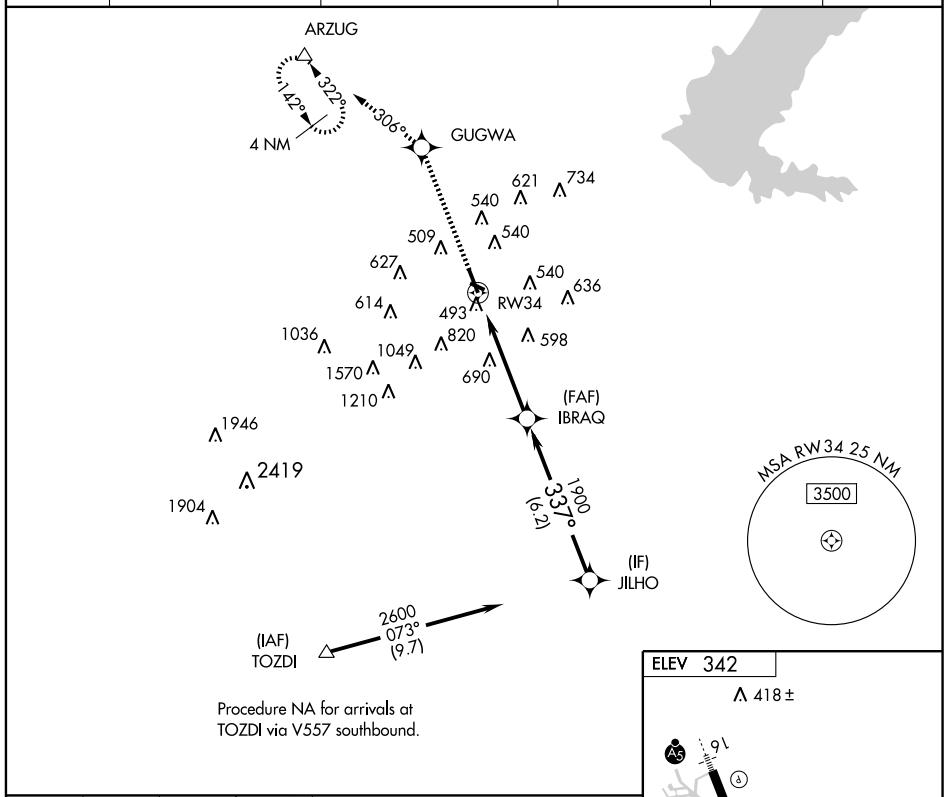
APP CRS	Rwy ldg	5387
337°	TDZE	322
	Apt Elev	342

RNAV (GPS) RWY 34
JACKSON/HAWKINS FIELD (HKS)

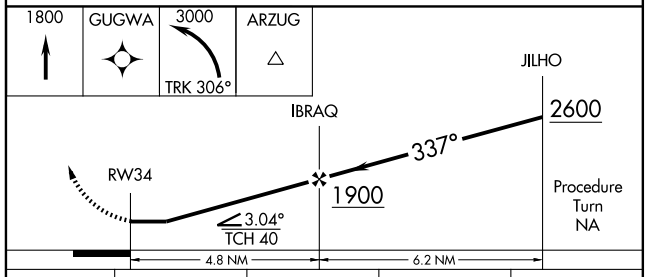
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet.

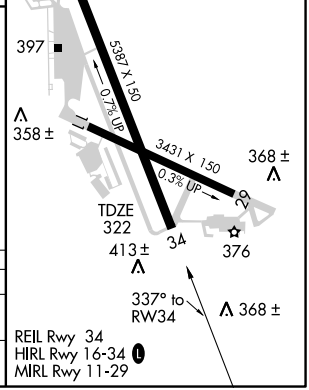
MISSED APPROACH: Climb to 1800 direct GUGWA then climbing left turn to 3000 via 306° track to ARZUG and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9	122.95



Procedure NA for arrivals at TOZDI via V557 southbound.



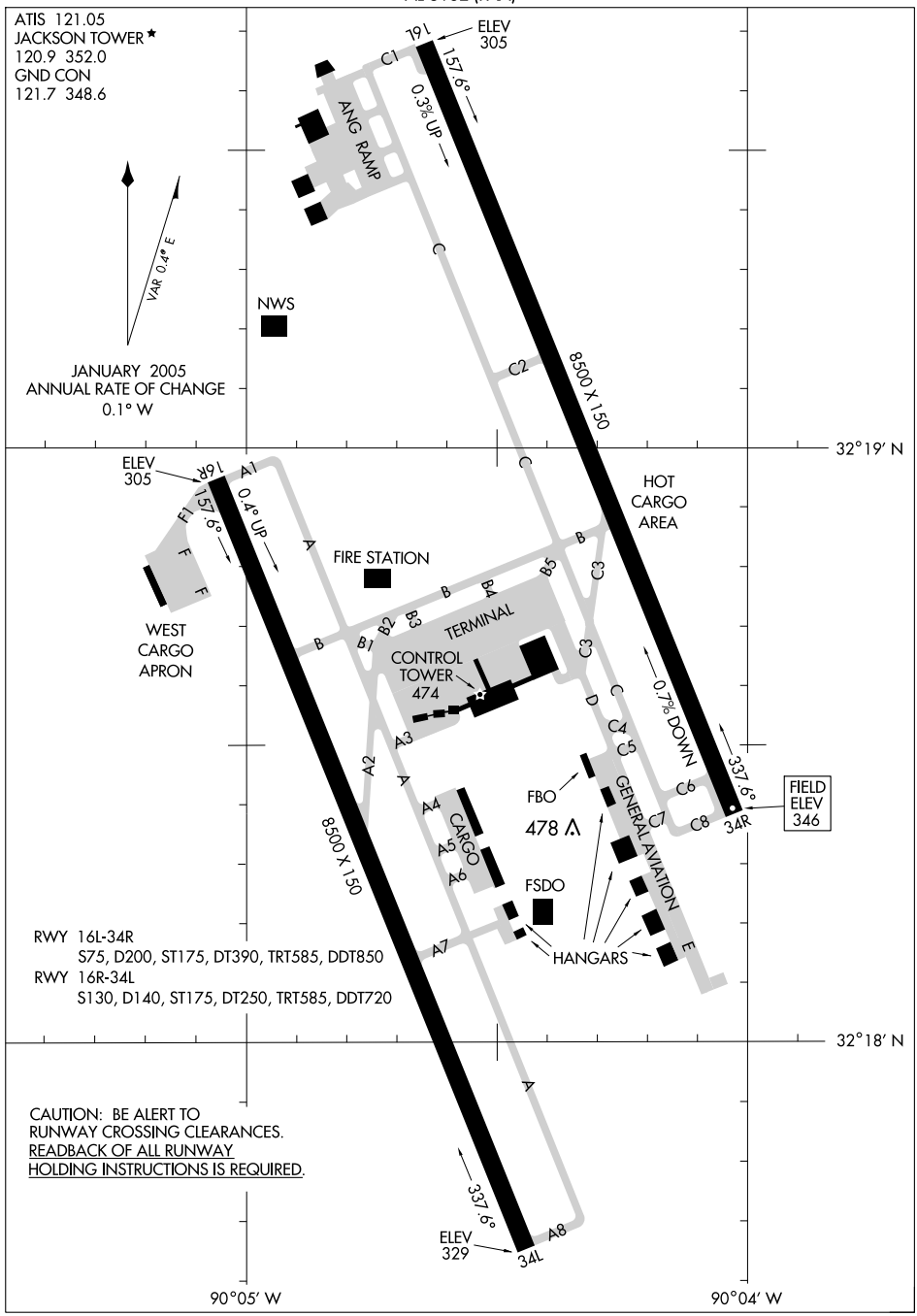


CATEGORY	A	B	C	D
LNAV MDA	940-1 618 (600-1)		940-1¾ 618 (600-1¾)	940-2 618 (600-2)
CIRCLING	940-1 598 (600-1)		940-1¾ 598 (600-1¾)	940-2 598 (600-2)

AIRPORT DIAGRAM

AL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI



LOC I-FRL	APP CRS	Rwy ldg	8500
109.3	338°	TDZE	329
		Apt Elev	346

ILS or LOC RWY 34L
JACKSON-EVERS INTL (JAN)

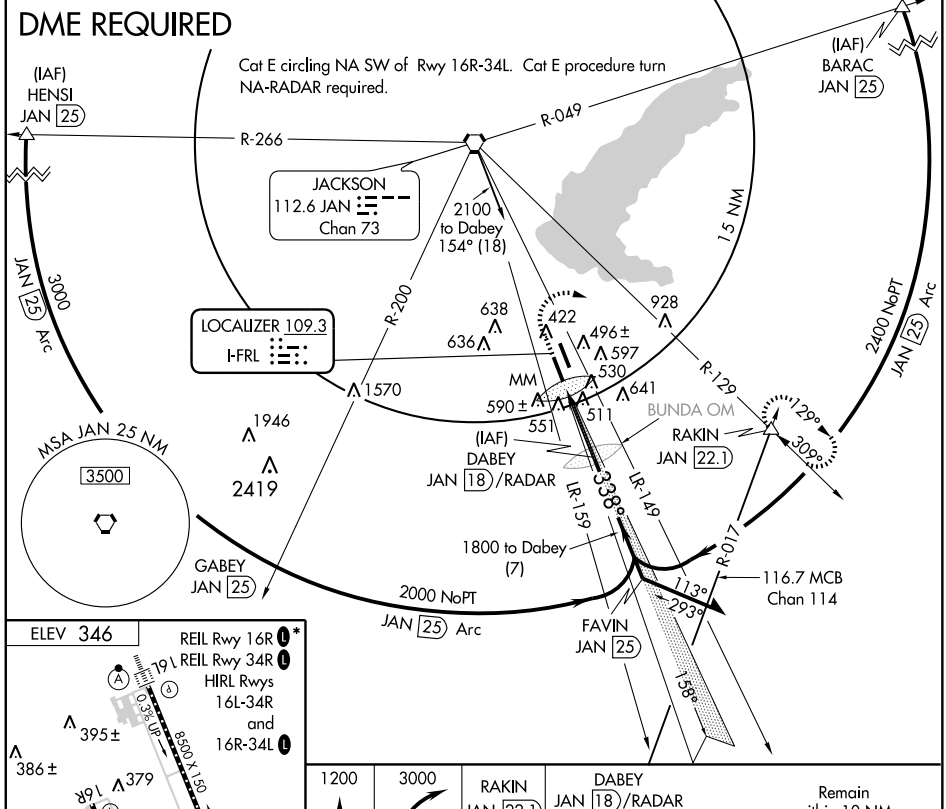
When control tower closed inoperative table applies. For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.

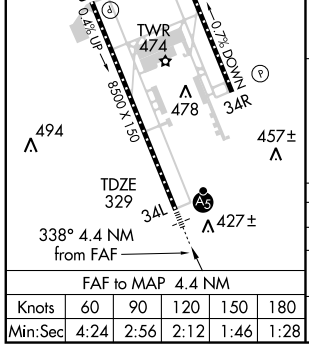
ASR

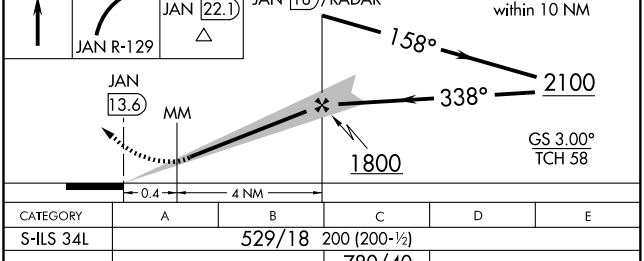
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-½)				
S-LOC 34L	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-JAN	APP CRS	Rwy ldg	8500
110.5	158°	TDZE	312
		Apt Elev	346

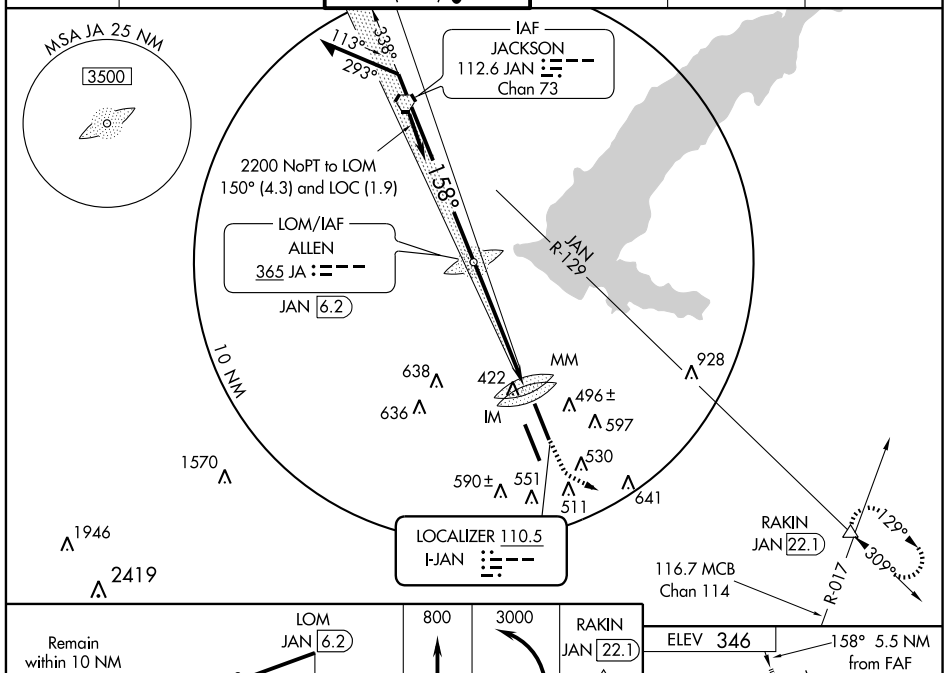
ILS RWY 16L
JACKSON-EVERS INTL (JAN)

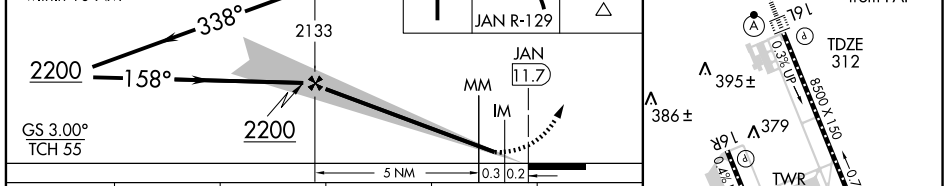
ASR: Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

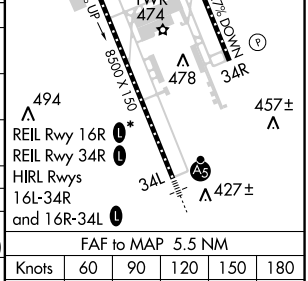
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L*	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				512/24 200 (200-½)
S-LOC 16L	720/24 408 (400-½)			720/40 408 (400-¾)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
CONTROL TOWER CLOSED					
S-ILS 16L	512-¾ 200 (200-¾)				
S-LOC 16L	720-1 408 (400-1)		720-1¼ 408 (400-1¼)		720-1½ 408 (400-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

LOC I-JAN	APP CRS	Rwy ldg	8500
110.5	158°	TDZE	312
		Apt Elev	346

ILS RWY 16L (CAT II)
JACKSON-EVERS INTL (JAN)

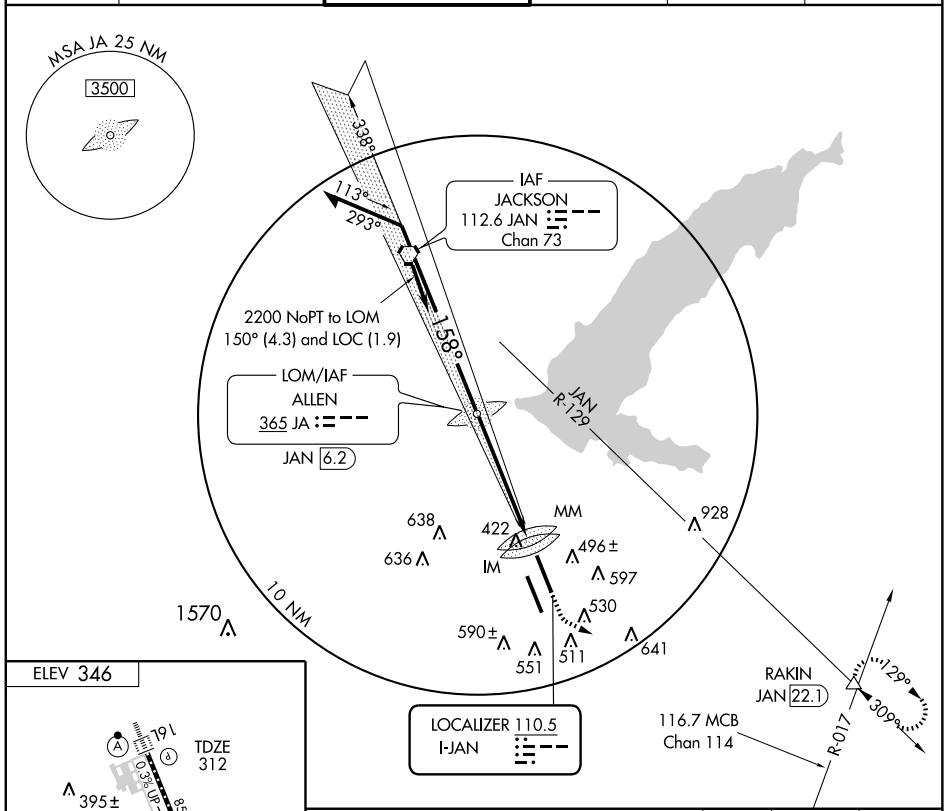
ASR

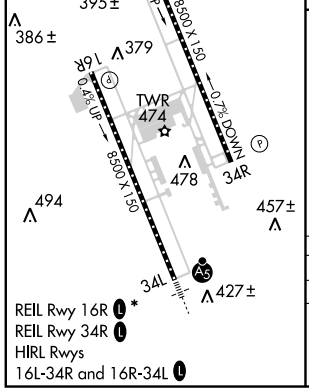
When Control Tower closed Cat II not authorized.

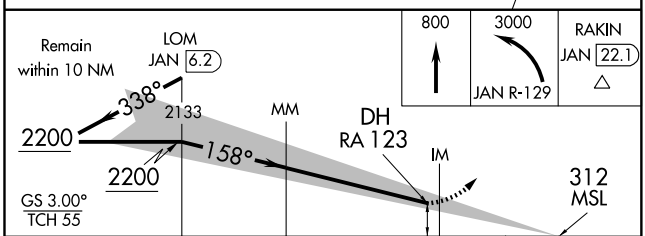
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95







CATEGORY	A	B	C	D
S-ILS 16L	RA 123/12 100 DA 412			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-JAN	APP CRS	Rwy ldg	8500
110.5	158°	TDZE	312
		Apt Elev	346

ILS RWY 16L (CAT III)
JACKSON-EVERS INTL (JAN)

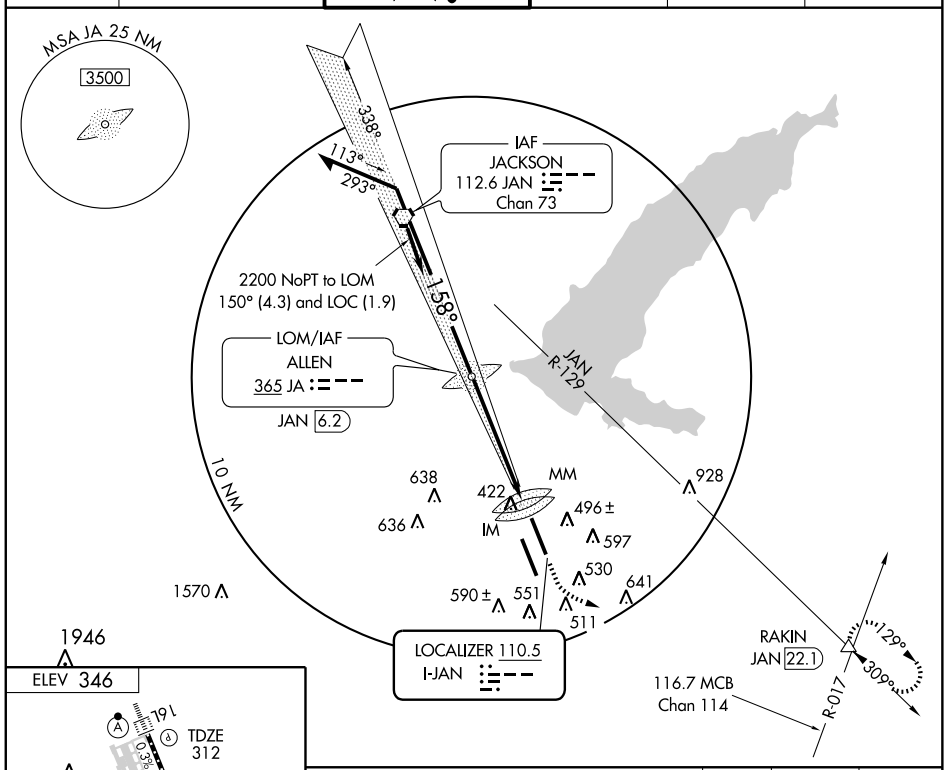
When Control Tower closed Cat IIIA and Cat IIIB not authorized.

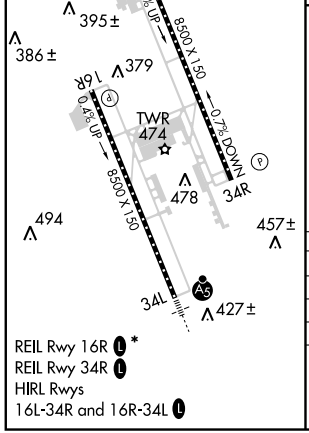
ASR

ALSF-2

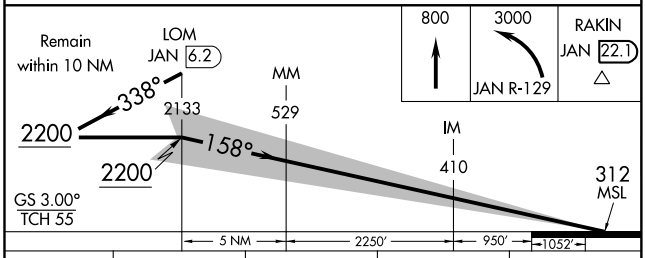
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95





REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L



CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIA RVR 07			
S-ILS 16L	CAT IIIB RVR 06			
S-ILS 16L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI

ATIS 121.05
GND CON
121.7 348.6
JACKSON TOWER ★
120.9 (CTAF) 352.0

NOTE: Chart not to scale.

NOTE: Use frequency depicted within sector where Fix/NAVAID for your route is located.

WEST DEPARTURE
125.25 319.2

EAST DEPARTURE
123.9 317.7

NASHVILLE
114.1 BNA
Chan 88
N36°08.22′ -W86°41.09′
L-16, H-6-9

MEMPHIS
117.5 MEM
Chan 122
N35°00.91′ -W89°58.99′
L-18, H-6

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′ -W92°10.83′
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21′ -W86°53.99′
L-18, H-6-9

TUPELO
109.8 OTB
Chan 35
N34°13.43′ -W88°47.84′
L-18

PINE BLUFF
116.0 PBF
Chan 107
N34°14.81′ -W91°55.57′
L-18

BIGBEE
116.2 IGB
Chan 109
N33°29.13′
W88°30.82′
L-18, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′ -W90°16.64′
L-18, H-6

MONTICELLO
111.6 MON
Chan 53
N33°33.72′ -W91°42.94′
L-18

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ -W92°44.64′
L-17

GREENVILLE
110.2 GLH
Chan 39
N33°31.41′ -W90°58.98′
L-18

JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′ -W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′
W93°48.60′
L-17, H-6

NATCHEZ
110.0 HEZ
Chan 37
N31°37.09′
W91°17.98′
L-22

MONTGOMERY
112.1 MGM
Chan 58
N32°13.34′
W86°19.18′
L-18, H-6-9

EATON
110.6 LBY
Chan 43
N31°25.12′
W89°20.26′
L-22

MONROE
117.2 MLU
Chan 119
N32°31.01′ -W92°02.16′
L-18

MONROEVILLE
116.8 MVC
Chan 115
N31°27.63′ -W87°21.17′
L-22

McCOMB
116.7 MCB
Chan 114
N31°18.27′ -W90°15.49′
L-21-22, H-6

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′ -W92°30.06′
L-21-22, H-6

SEMMES
115.3 SJI
Chan 100
N30°43.56′ -W88°21.56′
L-21-22, H-6-7-8

BATON ROUGE
116.5 BTR
Chan 112
N30°29.11′ -W91°17.64′
L-21-22

HUMBLE
116.6 IAH
Chan 113
N29°57.42′ -W95°20.74′
L-19-21, H-7

GULFPORT
109.0 GPT
Chan 27
N30°24.41′ -W89°04.61′
L-21-22

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route. Maintain 5000′ or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72911 W16A	APP CRS 158°	Rwy ldg 8500 TDZE 312 Apt Elev 346

RNAV (GPS) RWY 16L
JACKSON-EVERS INTL (JAN)

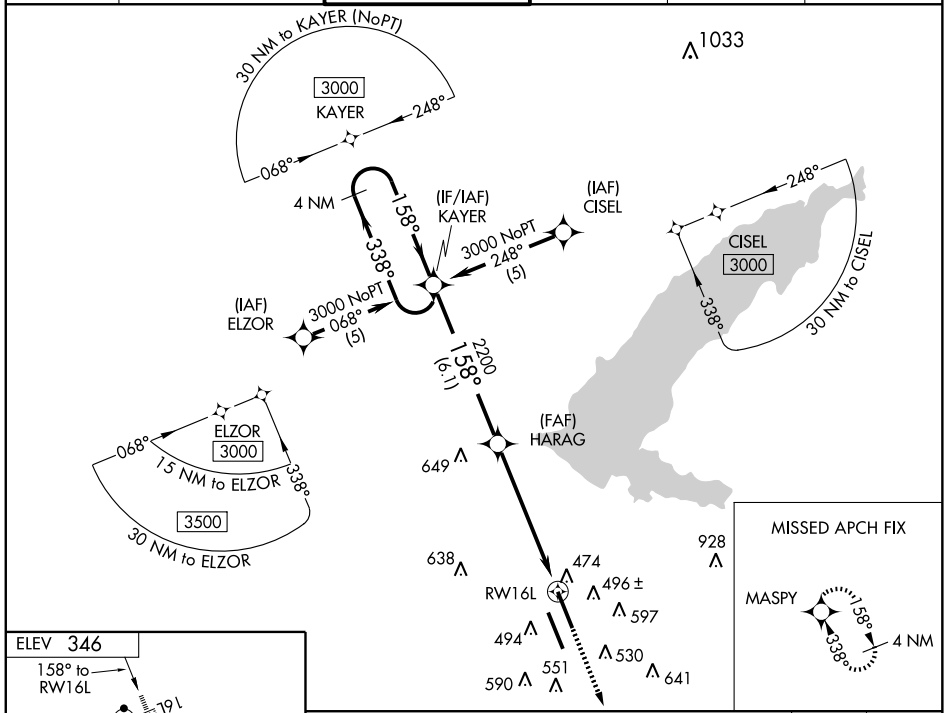
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

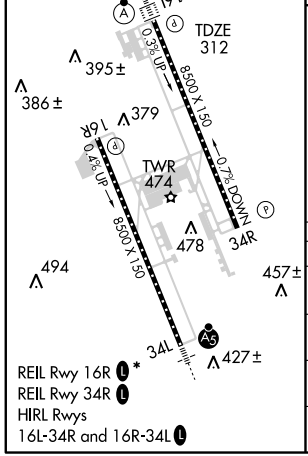
ASR

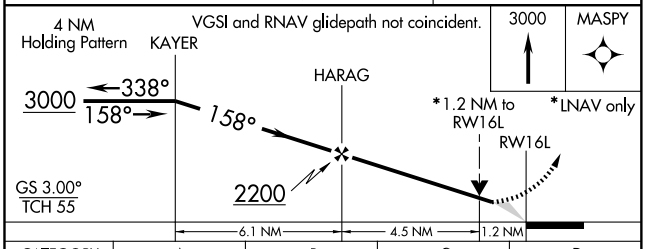
ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPY and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	122.95







CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
LNAV/VNAV DA	724/50 412 (400-1)			
LNAV MDA	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

WAAS CH 49211 W16B	APP CRS 158°	Rwy ldg 8500 TDZE 319 Apt Elev 346

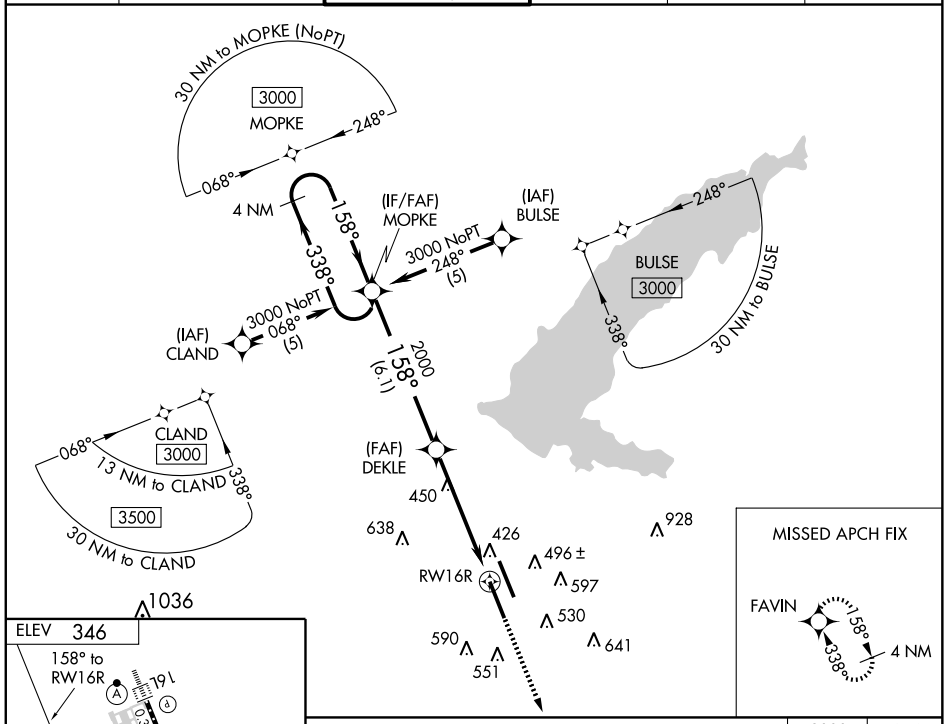
RNAV (GPS) RWY 16R
JACKSON-EVERS INTL (JAN)

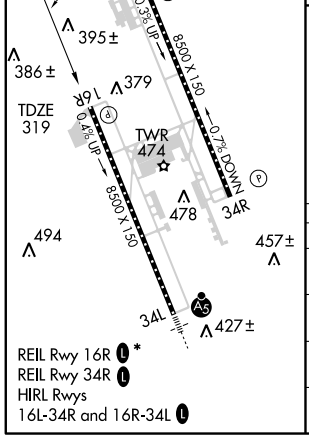
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

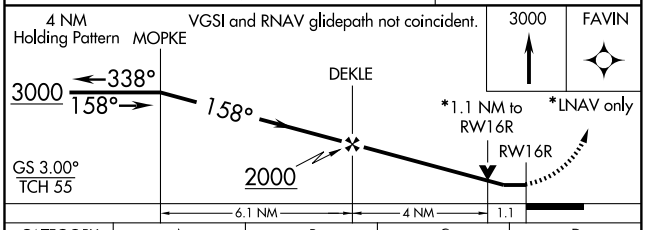
T ASR

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95







CATEGORY	A	B	C	D
LPV DA	656-1¼ 337 (400-1¼)			
LNAV/VNAV DA	758-1½ 439 (500-1½)			
LNAV MDA	720-1 401 (400-1)		720-1¼ 401 (400-1¼)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

WAAS CH 61301 W34A	APP CRS 338°	Rwy ldg 8500 TDZE 329 Apt Elev 346

RNAV (GPS) RWY 34L
JACKSON-EVERS INTL (JAN)

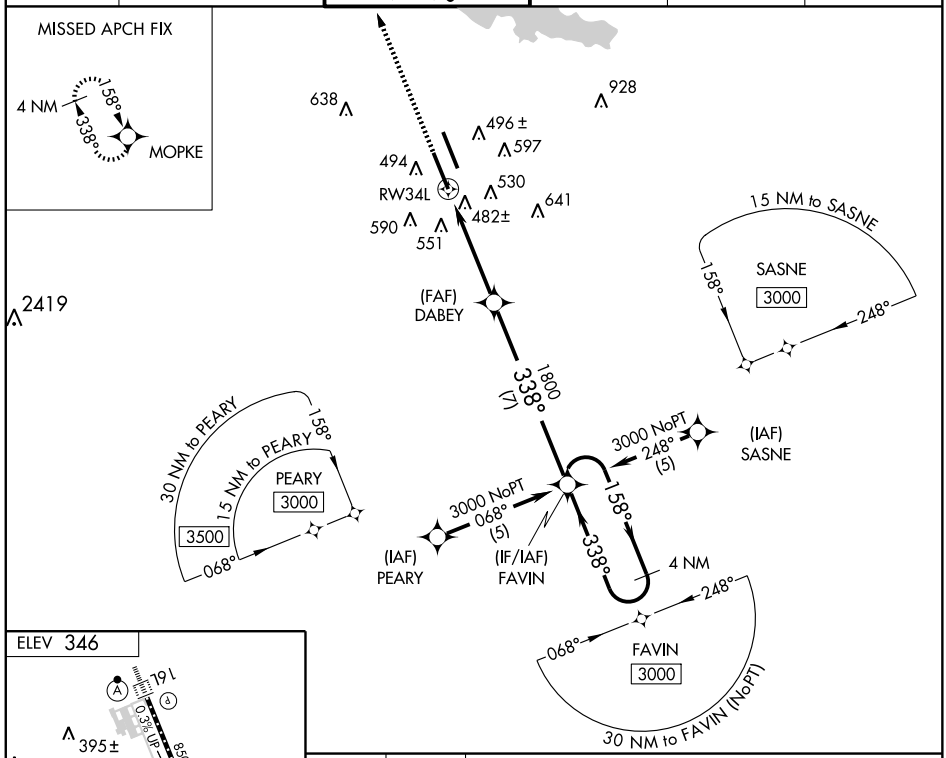
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

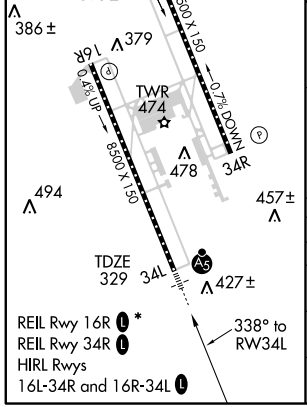
ASR

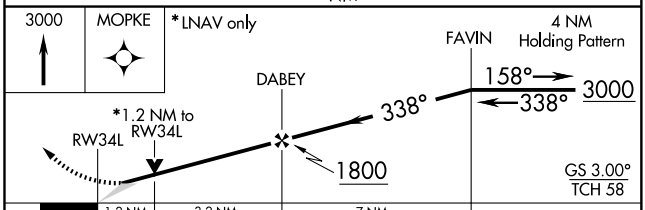
MALSR

MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	122.95







CATEGORY	A	B	C	D
LPV DA	529/24 200 (200-½)			
LNAV/VNAV DA	875-1½ 546 (600-1½)			
LNAV MDA	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

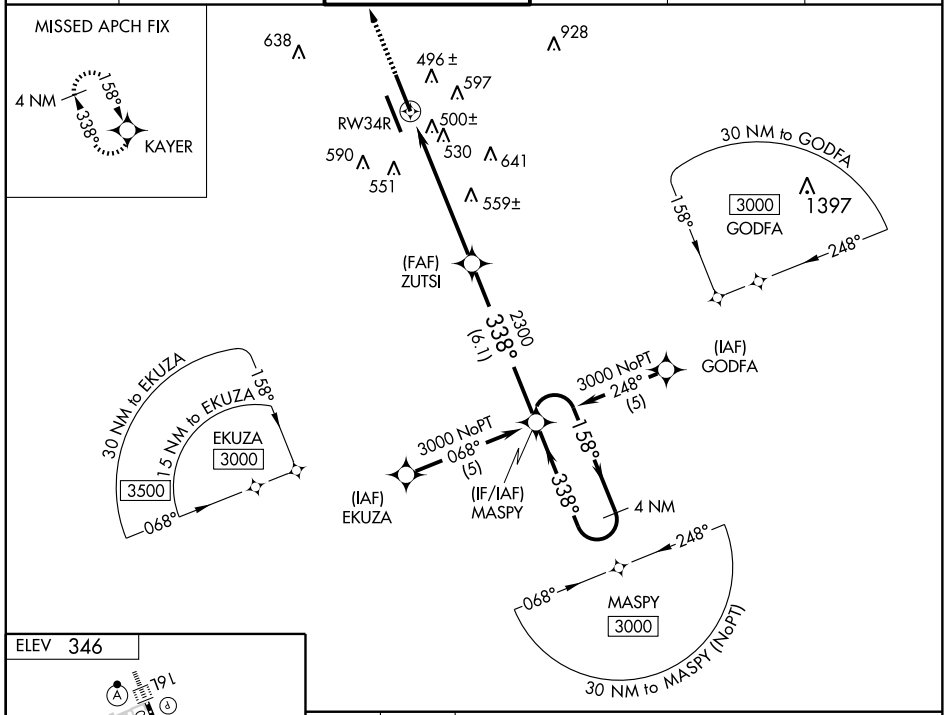
WAAS CH 45811 W34B	APP CRS 338°	Rwy ldg 8500 TDZE 346 Apt Elev 346

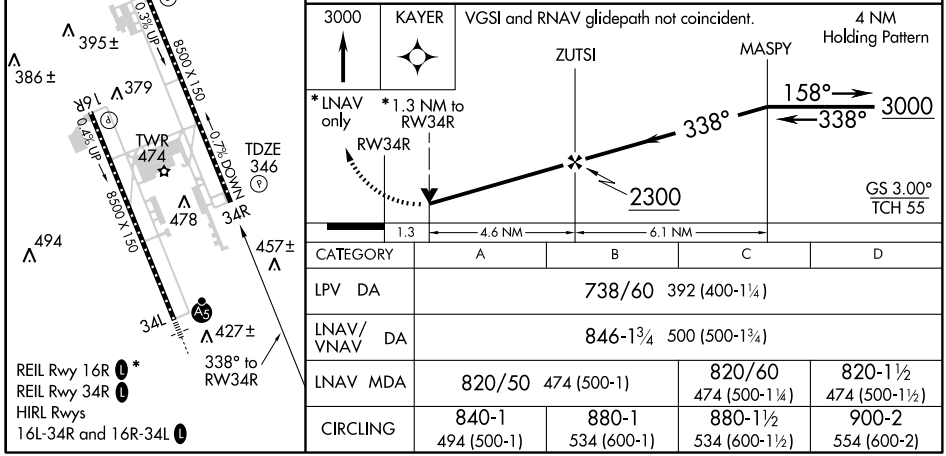
RNAV (GPS) RWY 34R
JACKSON-EVERS INTL (JAN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and ASR Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95





CATEGORY	A	B	C	D
LPV DA	738/60 392 (400-1¼)			
LNAV/VNAV DA	846-1¾ 500 (500-1¾)			
LNAV MDA	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 16L

VORTAC JAN 112.6 Chan 73	APCH CRS 152°	Rwy ldg 8500 TDZE 311 Arpt Elev 346

AL-5132 [USAF]

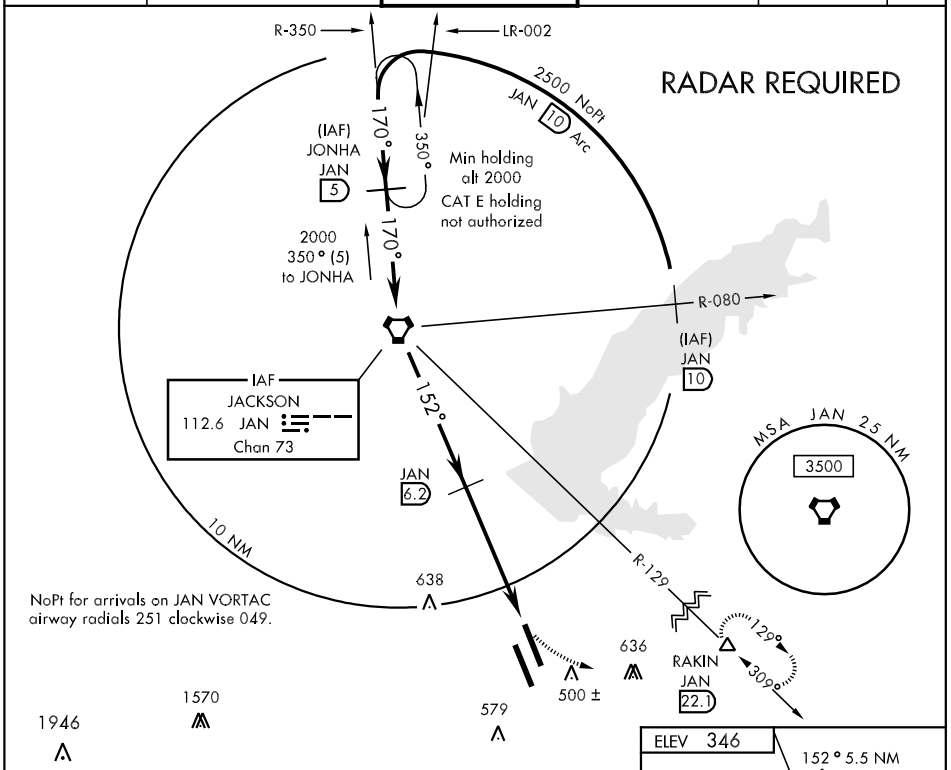
JACKSON-EVERS INTL (JAN)

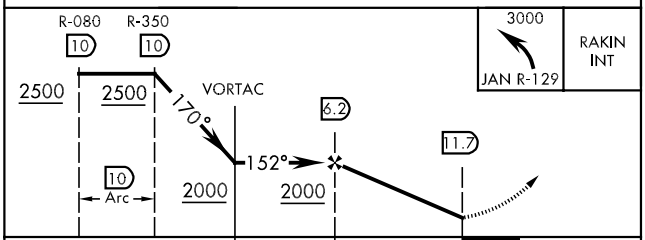
* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.

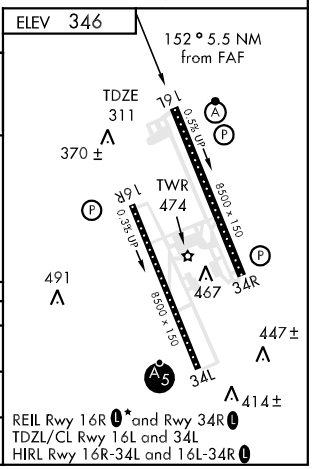
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	







CATEGORY	A	B	C	D	E
S-16L	740/24 429 (400-½)		740/40 429 (400-¾)	740/50 429 (400-1)	
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16L**	740/24 429 (500-½)		740/40 429 (500-¾)	740/50 429 (500-1)	

SC-4, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 16R

VORTAC JAN 112.6 Chan 73	APCH CRS 155°	Rwy ldg 8500 TDZE 319 Arpt Elev 346

AL-5132 [USAF]

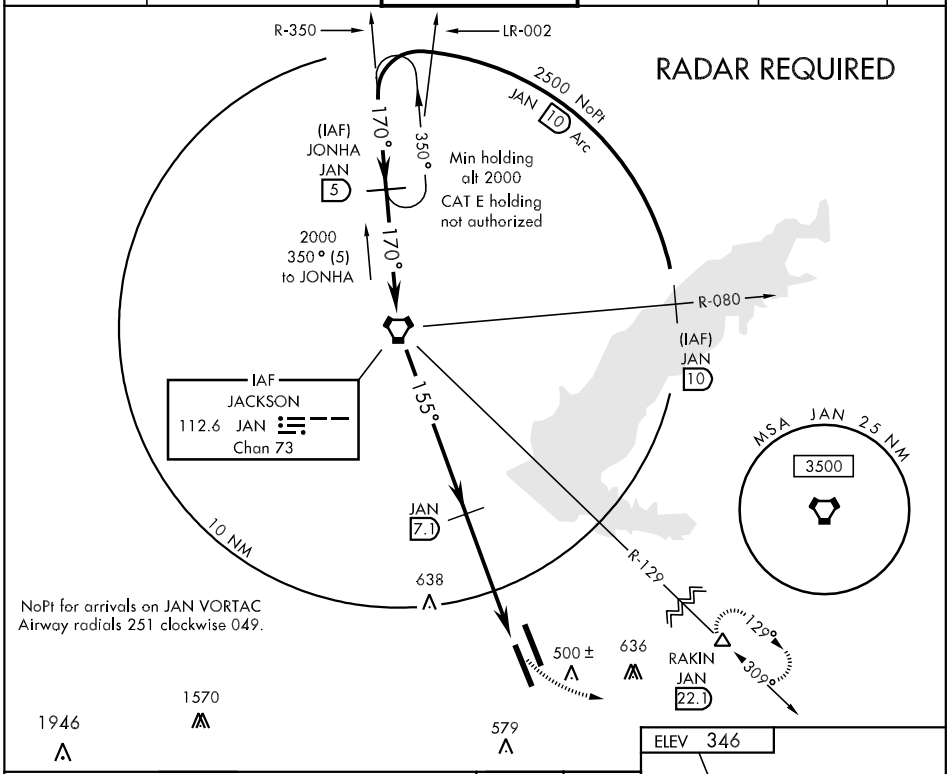
JACKSON-EVERS INTL (JAN)

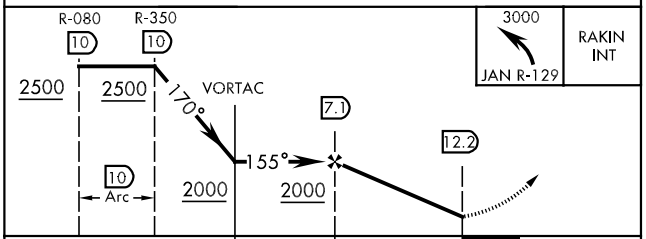
T A

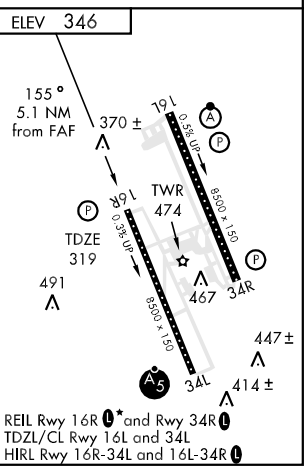
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	







REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L

CATEGORY	A	B	C	D	E
S-16R	760-1 441 (500-1)		760-1¼ 441 (500-1¼)	760-1½ 441 (500-1½)	
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 16R	740-1 421 (500-1)		740-1¼ 421 (500-1¼)	740-1½ 421 (500-1½)	

TACAN RWY 34L

VORTAC JAN 112.6 Chan 73	APCH CRS 335°	Rwy ldg 8500 TDZE 329 Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (JAN)

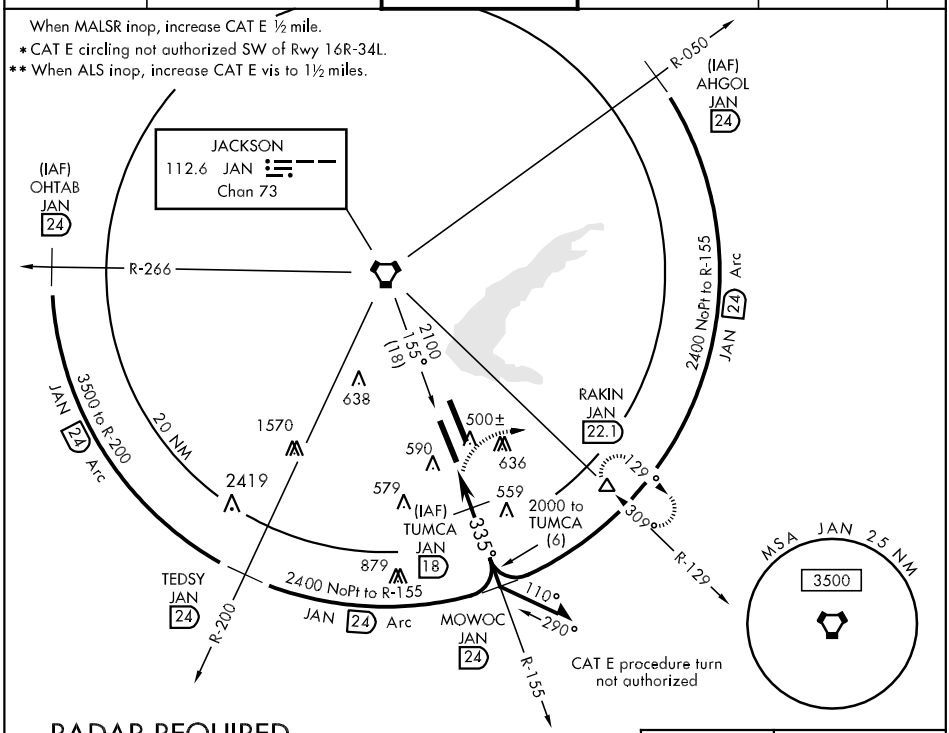
When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

MALSR A5

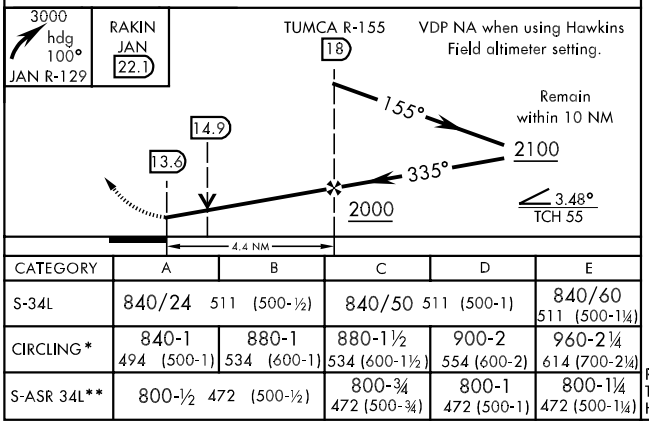
MISSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	

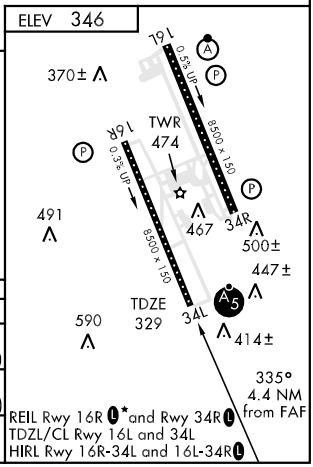
When MALSR inop, increase CAT E ½ mile.
* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-34L	840/24 511 (500-½)		840/50 511 (500-1)		840/60 511 (500-1¼)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
S-ASR 34L**	800-½ 472 (500-½)		800-¾ 472 (500-¾)	800-1 472 (500-1)	800-1¼ 472 (500-1¼)



REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L

TACAN RWY 34R

VORTAC JAN 112.6 Chan 73	APCH CRS 332°	Rwy ldg 8500 TDZE 346 Arpt Elev 346

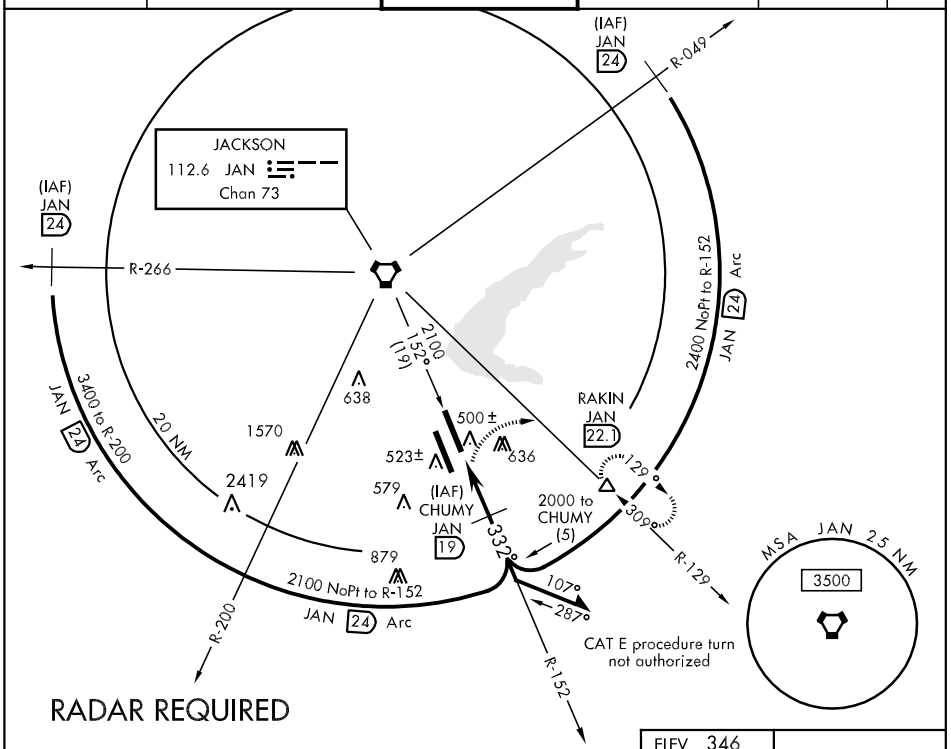
AL-5132 [USAF]

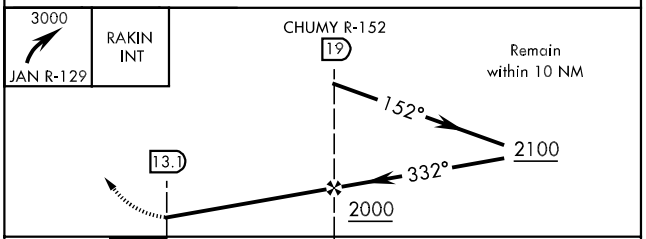
JACKSON-EVERS INTL (JAN)

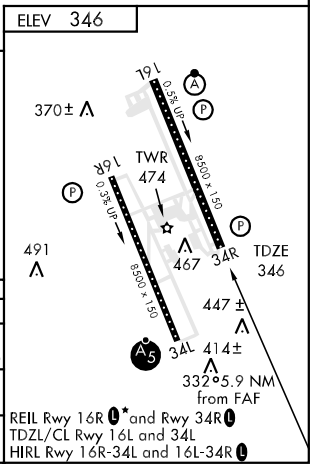
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	







CATEGORY	A	B	C	D	E
S-34R	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)
S-ASR 34R	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)

APP CRS	Rwy ldg	5000
137°	TDZE	480
	Apt Elev	480

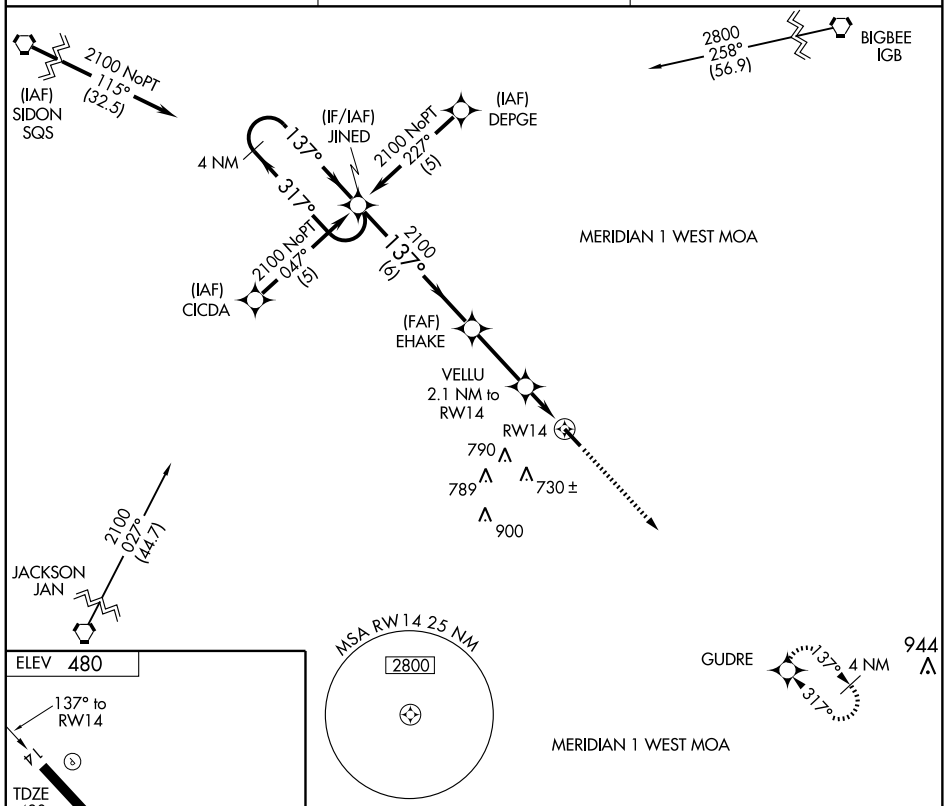
RNAV (GPS) RWY 14
KOSCIUSKO-ATTALA COUNTY (OSX)

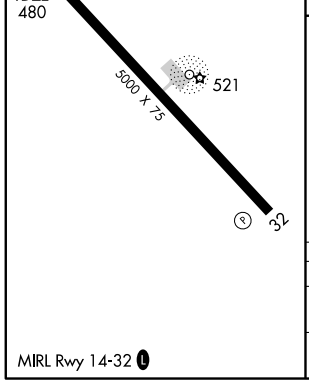
T
A NA

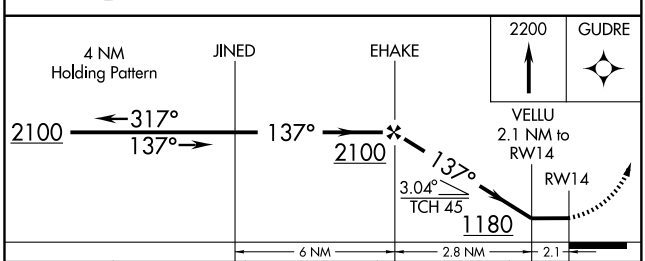
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	CTAF
118.725	132.75 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1000-1 520 (600-1)		1000-1½ 520 (600-1½)	NA
CIRCLING	1020-1 540 (600-1)		1020-1½ 540 (600-1½)	NA

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

APP CRS	Rwy ldg	5000
317°	TDZE	480
	Apt Elev	480

RNAV (GPS) RWY 32

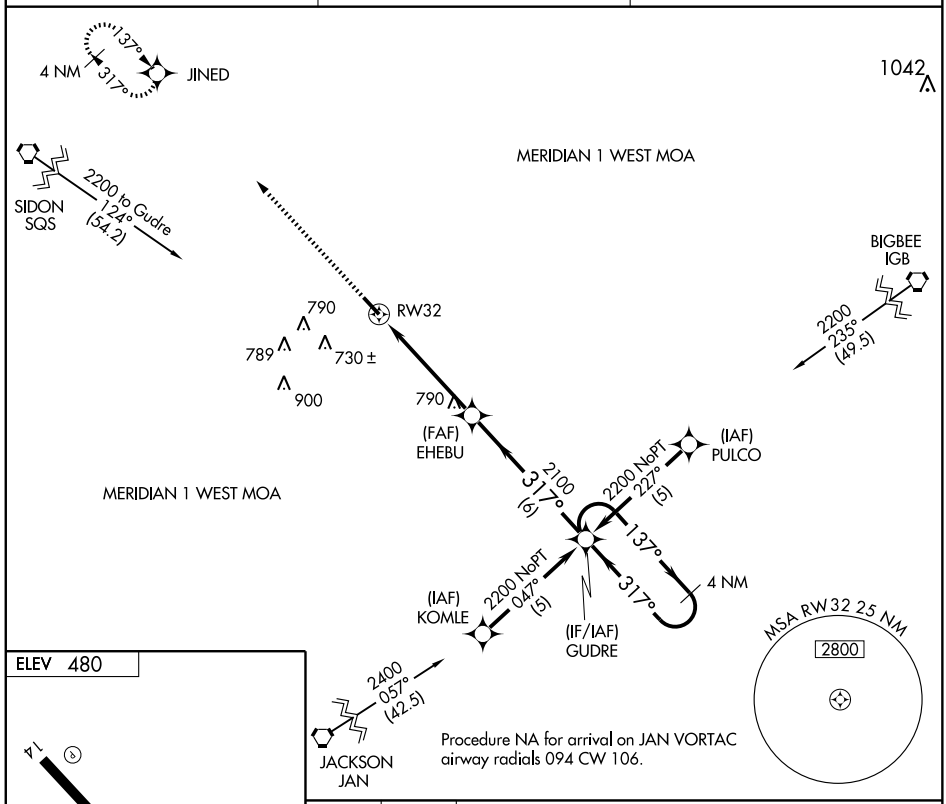
KOSCIUSKO-ATTALA COUNTY (OSX)

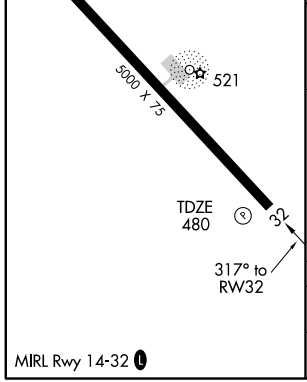
NA

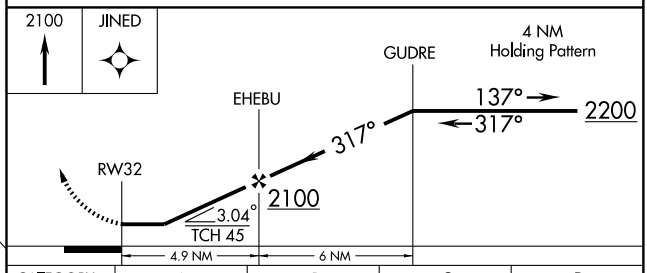
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	CTAF
118.725	132.75 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	960-1 480 (500-1)		960-1¼ 480 (500-1¼)	NA
CIRCLING	1020-1 540 (600-1)		1020-1½ 540 (600-1½)	NA

MIRL Rwy 14-32 L

SC-4, 14 JAN 2010 to 11 FEB 2010

NDB THJ	APP CRS	Rwy ldg	5513
346	135°	TDZE	238
		Apt Elev	238

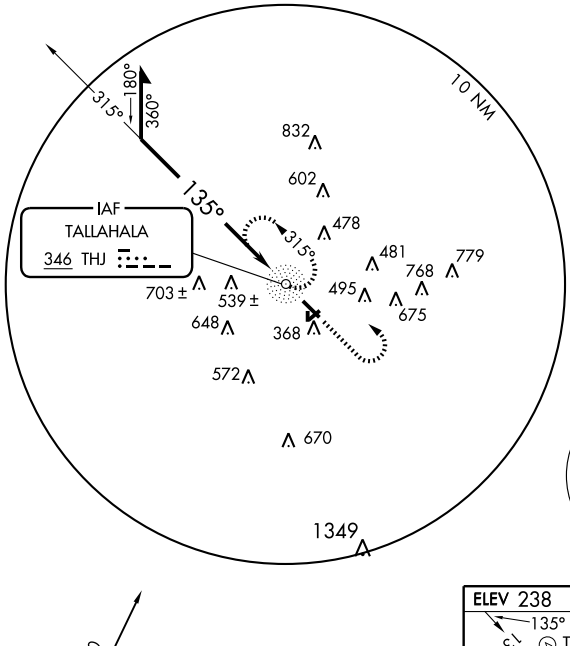
NDB RWY 13

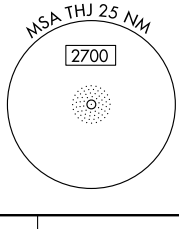
LAUREL/HESLER-NOBLE FIELD (LUL)

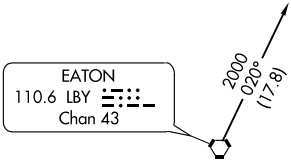
NA

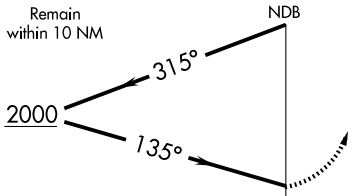
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L

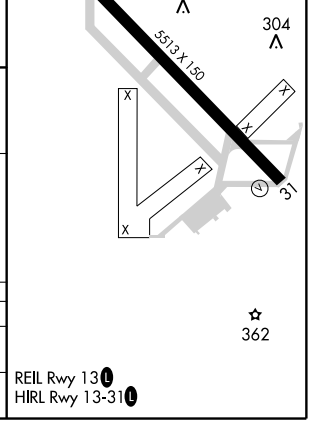








1500	2000	THJ
		346



CATEGORY	A	B	C	D
S-13	900-1	662 (700-1)	900-1¾ 662 (700-1¾)	900-2 662 (700-2)
CIRCLING	900-1	662 (700-1)	900-1¾ 662 (700-1¾)	900-2 662 (700-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45704 W13A	APP CRS 135°	Rwy ldg 5513 TDZE 238 Apt Elev 238

RNAV (GPS) RWY 13

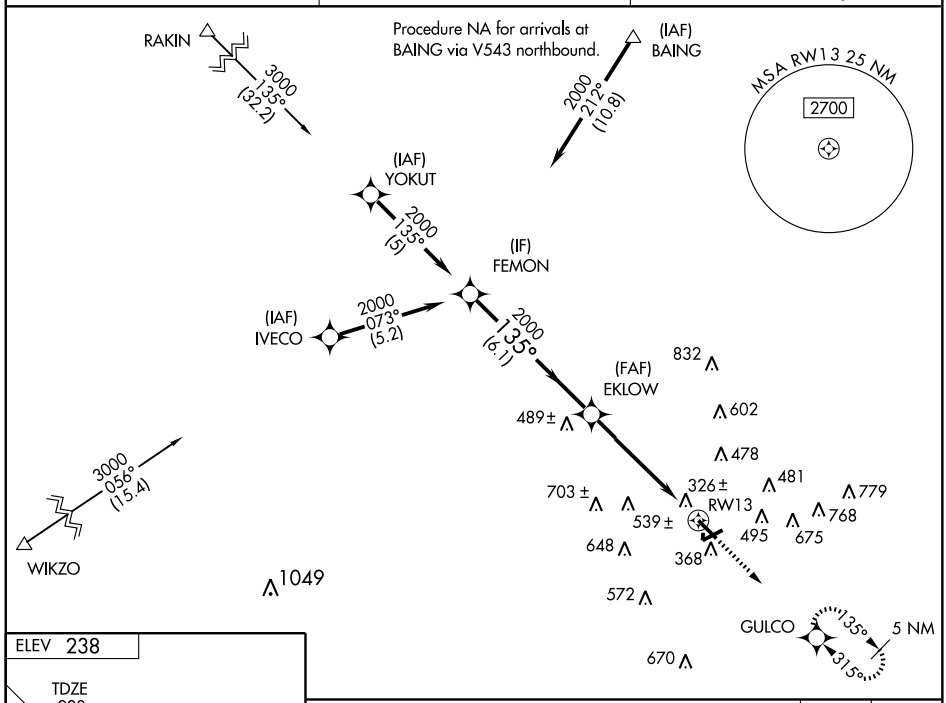
LAUREL/HESLER-NOBEL FIELD (LUL)

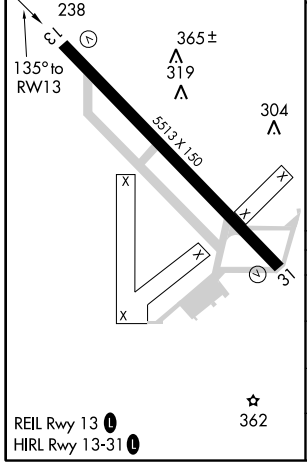
NA

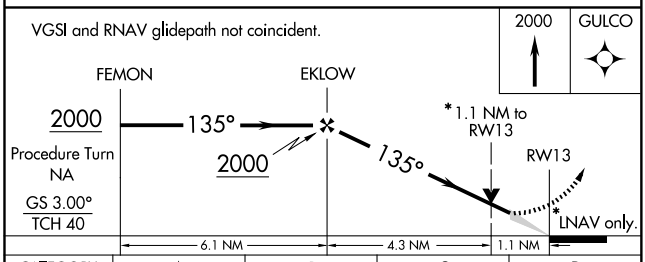
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GULCO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	623-1½ 385 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86404 W31A	APP CRS 315°	Rwy ldg 5513 TDZE 238 Apt Elev 238

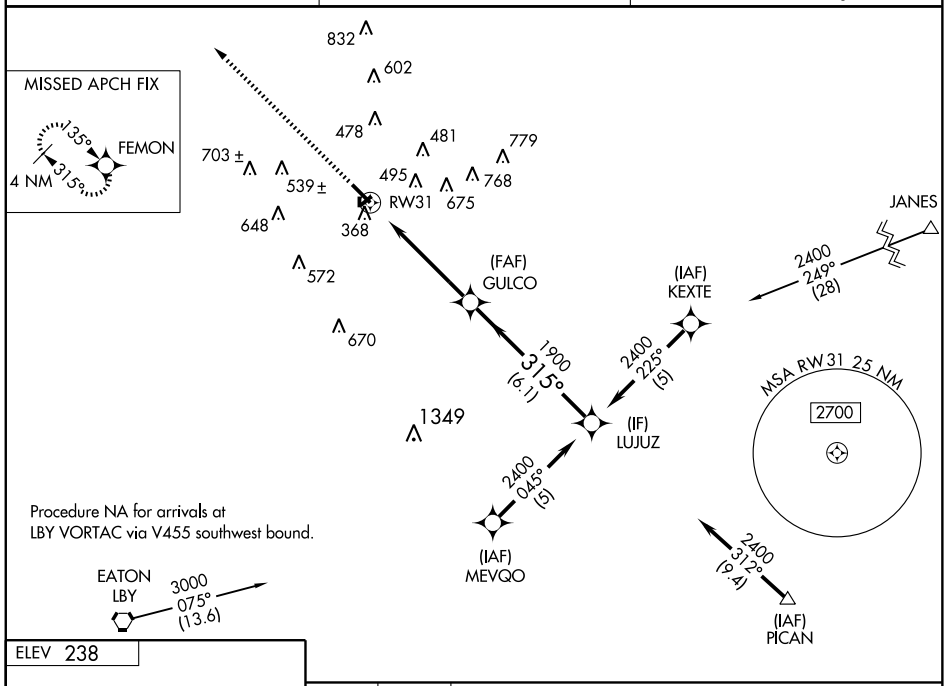
RNAV (GPS) RWY 31
LAUREL/HESLER-NOBEL FIELD (LUL)

NA

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

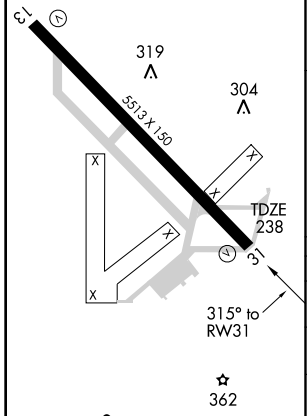
MISSED APPROACH: Climb to 3000 direct FEMON and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L

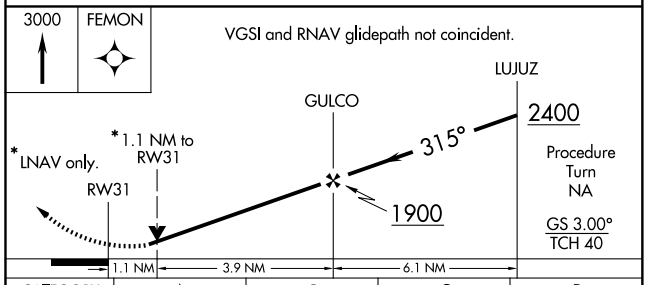


Procedure NA for arrivals at LBY VORTAC via V455 southwest bound.

ELEV 238



REIL Rwy 13 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	638-1½ 400 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

VORTAC LBY 110.6 Chan 43	APP CRS 024°	Rwy ldg N/A TDZE N/A Apt Elev 238

VOR/DME-A

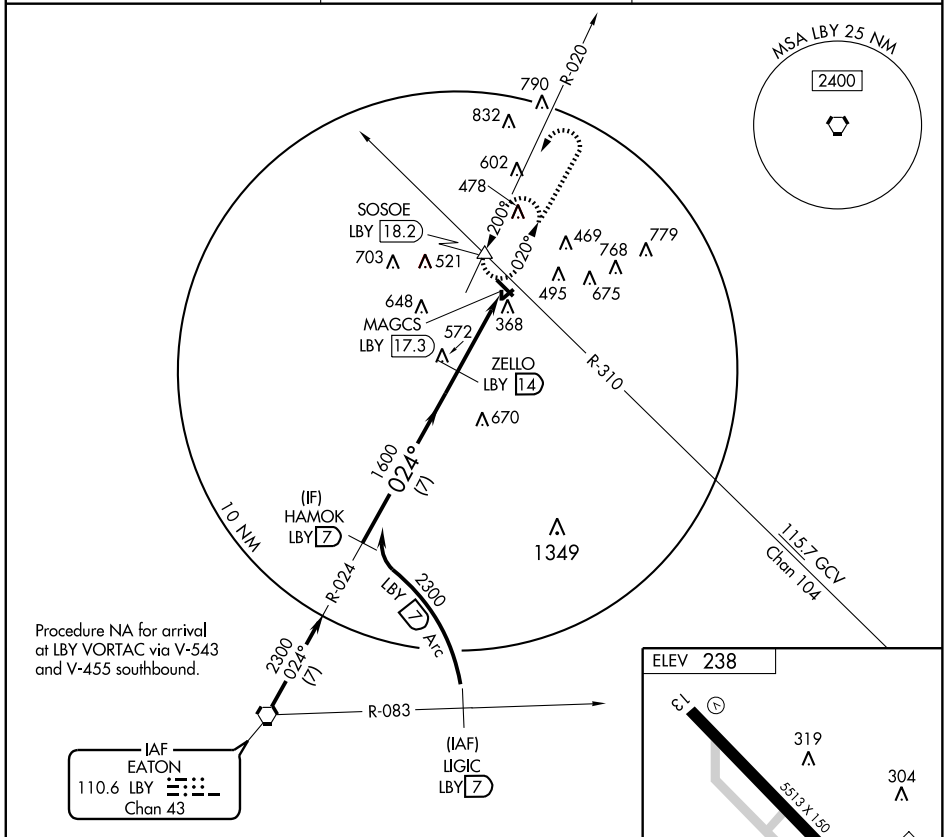
LAUREL/HESLER-NOBLE FIELD (LUL)

When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1¾ mile.

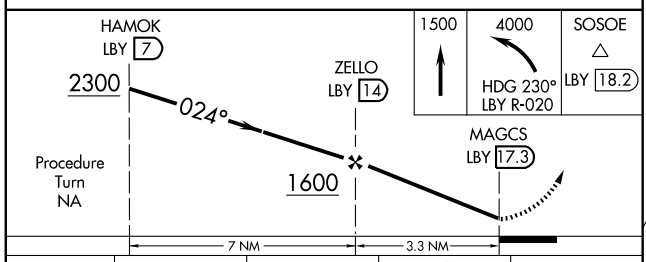
NA

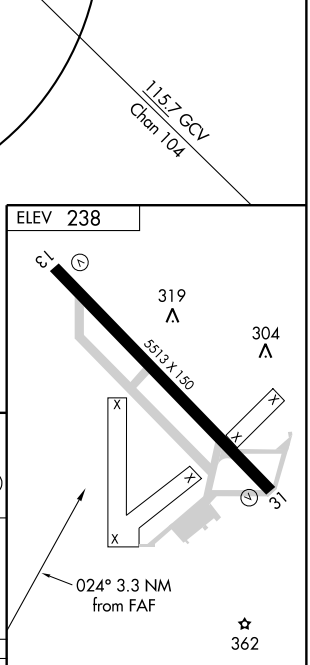
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



Procedure NA for arrival at LBY VORTAC via V-543 and V-455 southbound.





CATEGORY	A	B	C	D
CIRCLING	820-1 582 (600-1)		820-1½ 582 (600-1½)	820-2 582 (600-2)

REIL Rwy 13 L
HIRL Rwy 13-3 L

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC SQS	APP CRS	Rwy ldg	N/A
114.7	145°	TDZE	N/A
Chan 94		Apt Elev	340

VOR/DME or GPS-A

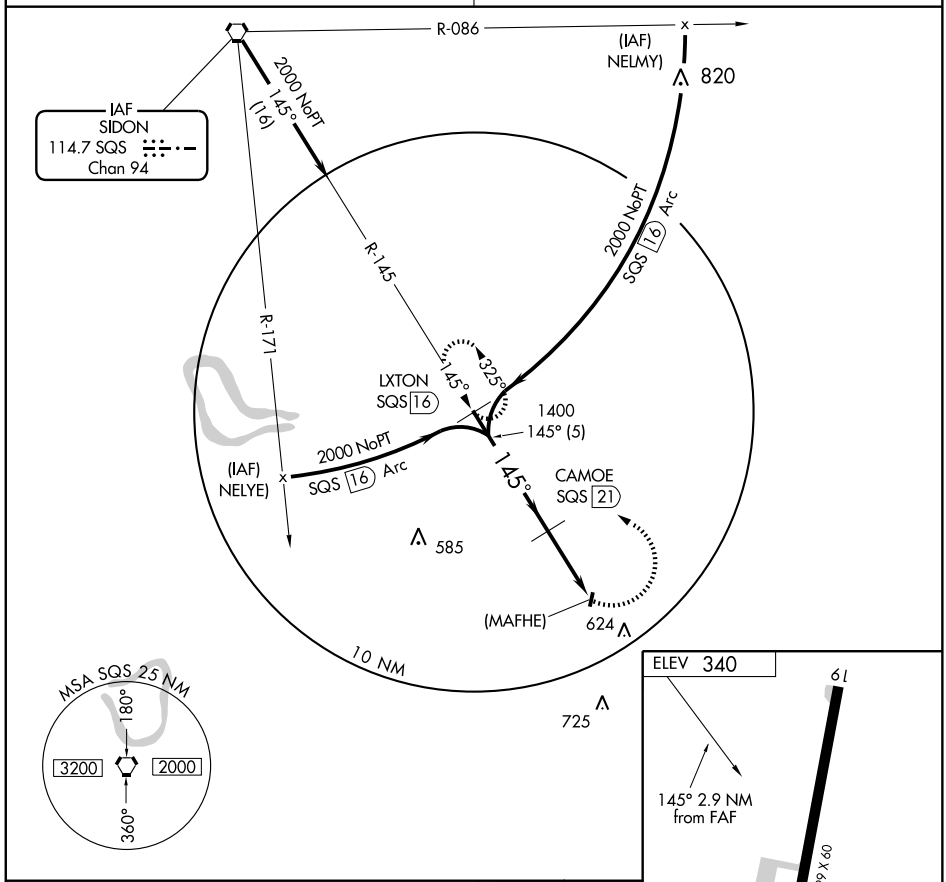
LEXINGTON/ C.A. MOORE (19M)

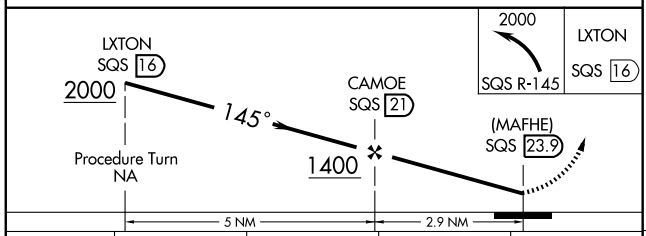
Use Greenwood FSS altimeter setting.

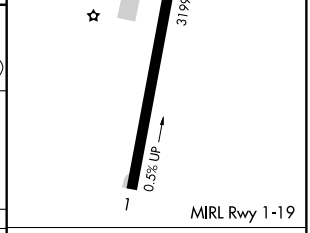
NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.

MEMPHIS CENTER	CTAF
132.5 259.1	122.9







CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4519
170°	TDZE	575
	Apt Elev	575

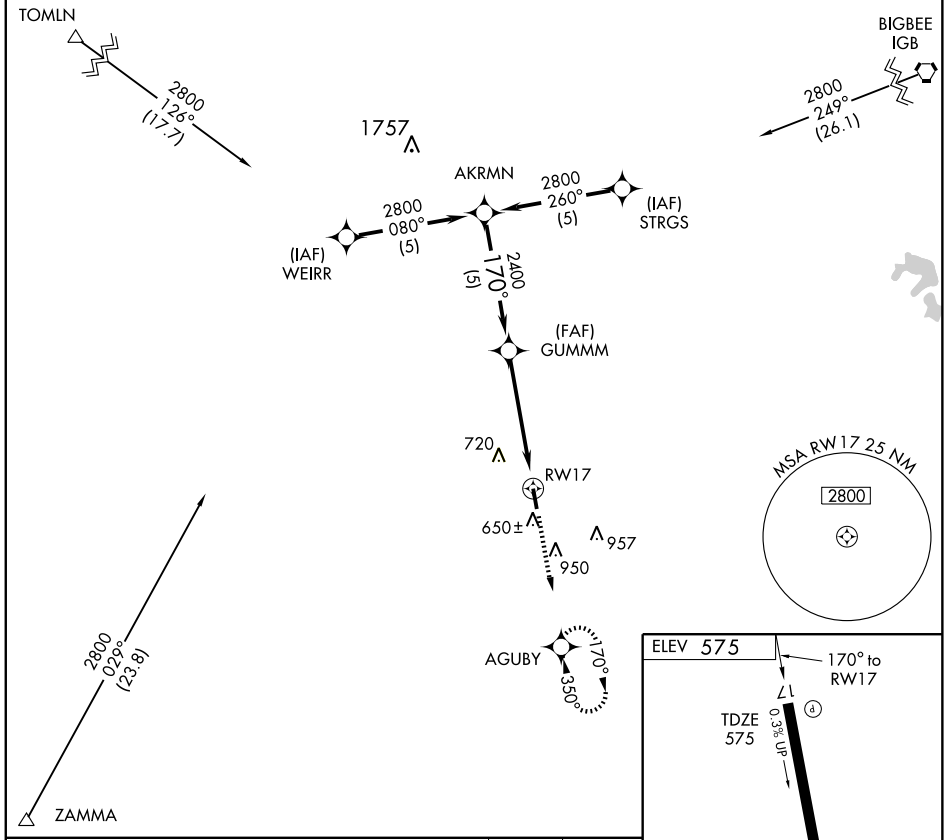
GPS RWY 17
LOUISVILLE-WINSTON COUNTY (LMS)

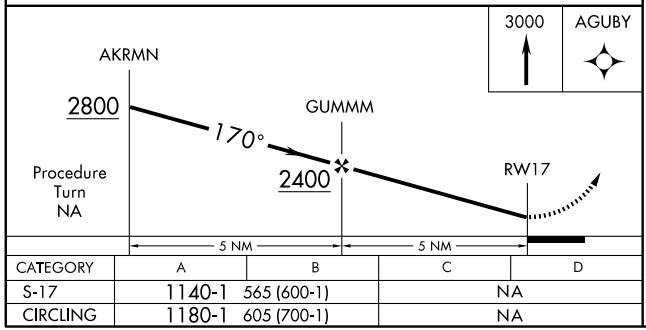
NA

Use Columbus AFB altimeter setting.

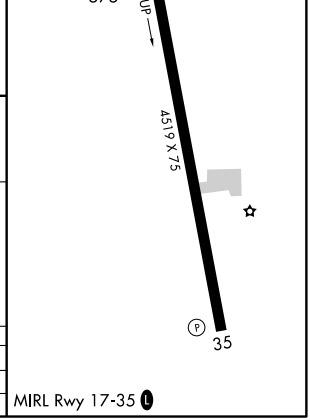
MISSED APPROACH: Climb to 3000 direct AGUBY WP and hold.

MEMPHIS CENTER	UNICOM
132.75 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-17	1140-1	565 (600-1)	NA	
CIRCLING	1180-1	605 (700-1)	NA	



APP CRS	Rwy ldg	4444
174°	TDZE	326
	Apt Elev	326

GPS RWY 17

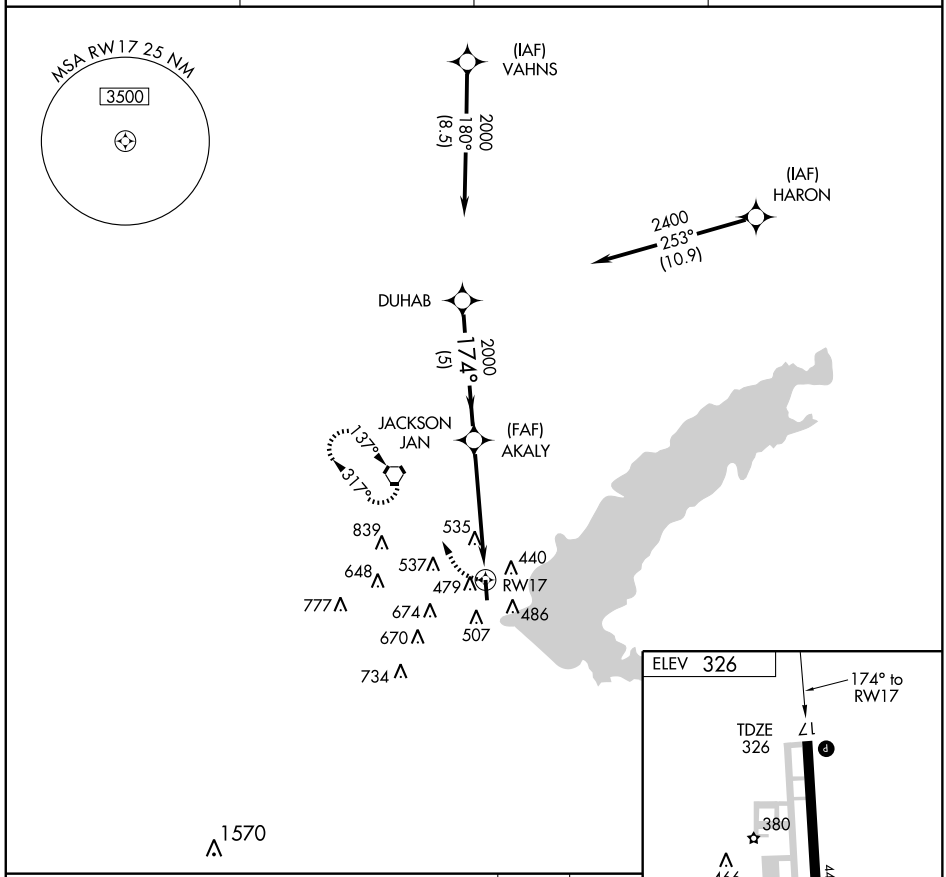
MADISON/ BRUCE CAMPBELL FIELD (MBO)

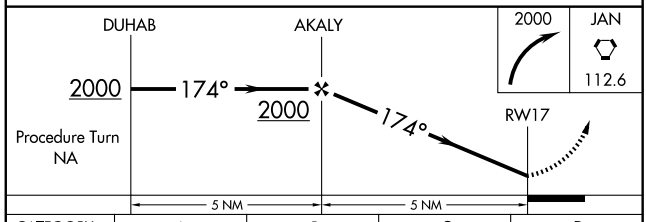
NA

Use Jackson altimeter setting.

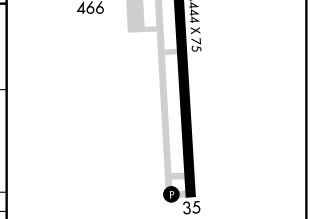
MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	860-1 534 (600-1)		NA	
CIRCLING	860-1 534 (600-1)	920-1 594 (600-1)	NA	



MIRL Rwy 17-35 L

VORTAC JAN	APP CRS	Rwy ldg	N/A
112.6	317°	TDZE	N/A
Chan 73		Apt Elev	326

VOR/DME or GPS-B

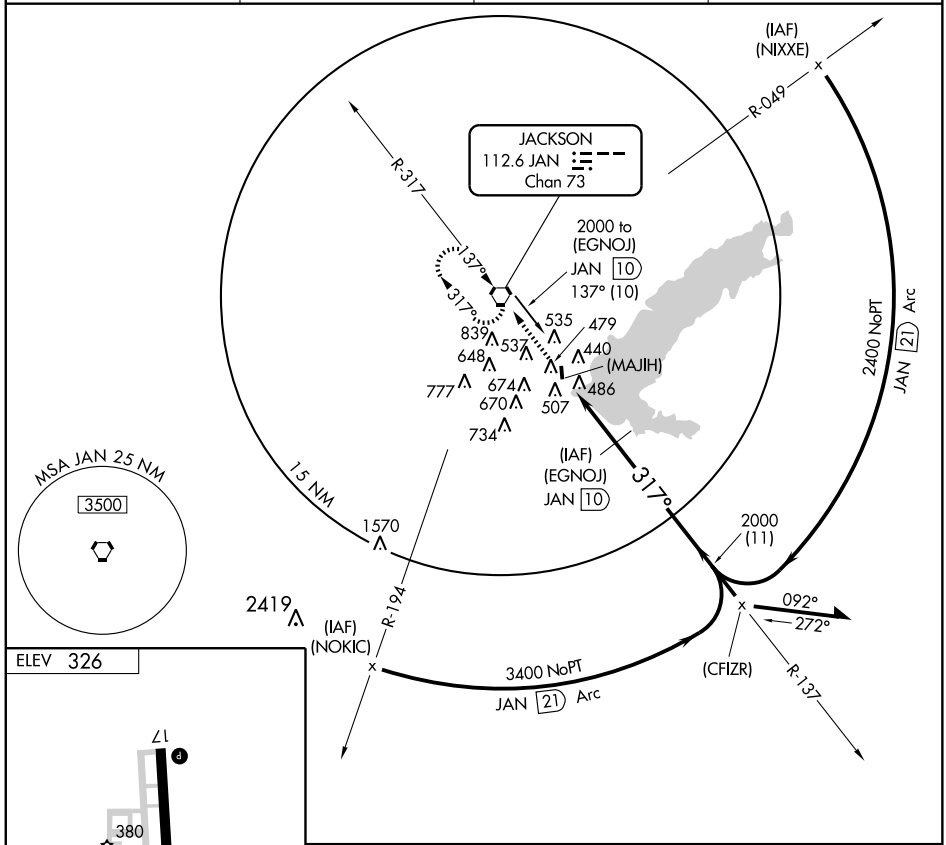
MADISON/ BRUCE CAMPBELL FIELD (MBO)

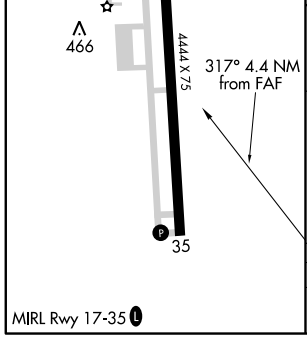
NA

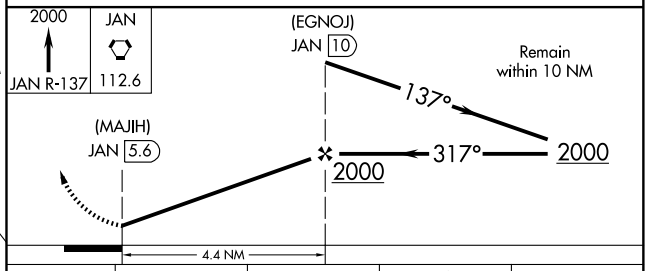
Use Jackson altimeter setting.

MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	860-1 534 (600-1)	860-1½ 534 (600-1½)	1000-2¼ 674 (700-2¼)

VORTAC JAN	APP CRS	Rwy ldg	N/A
112.6	137°	TDZE	N/A
Chan 73		Apt Elev	326

VOR or GPS-A

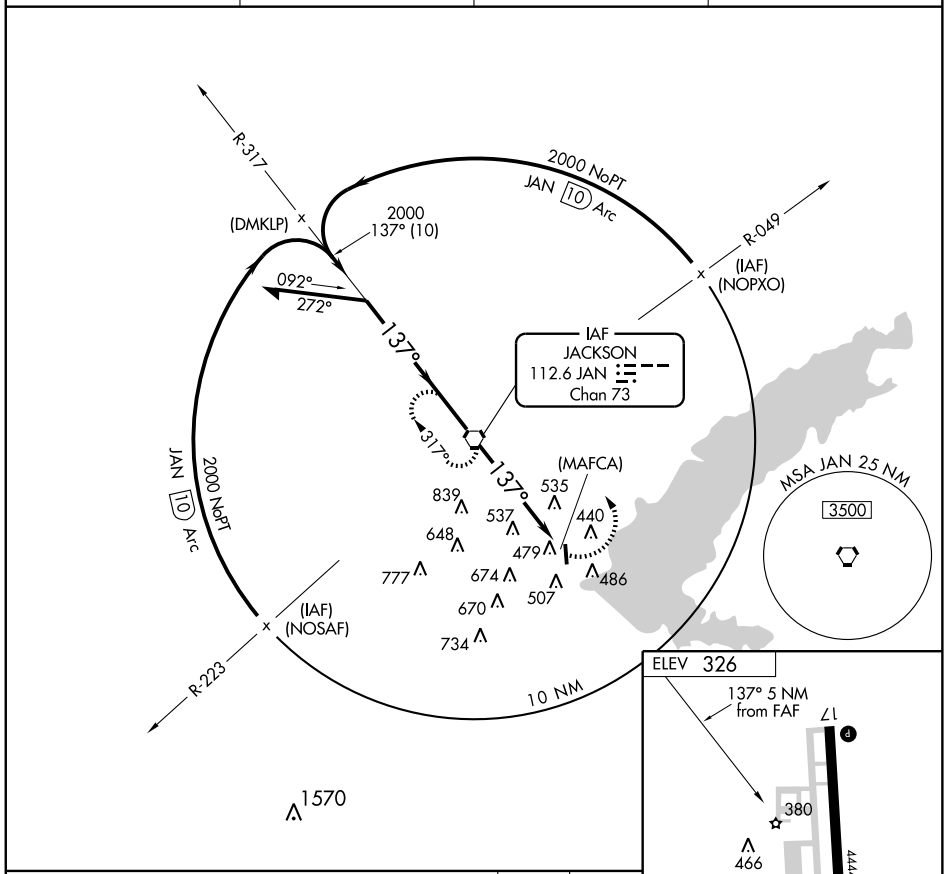
MADISON/ BRUCE CAMPBELL FIELD (MBO)

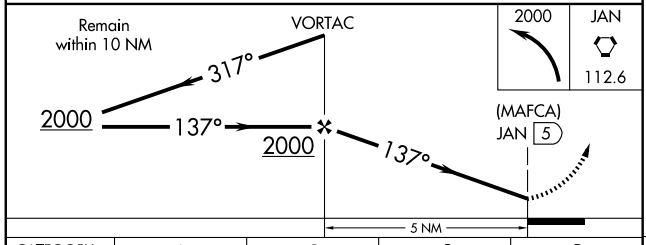
NA

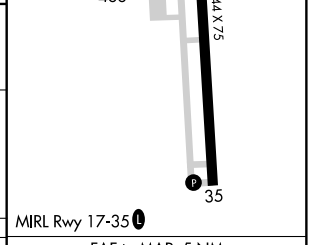
Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	860-1 534 (600-1)	860-1½ 534 (600-1½)	1000-2¼ 674 (700-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

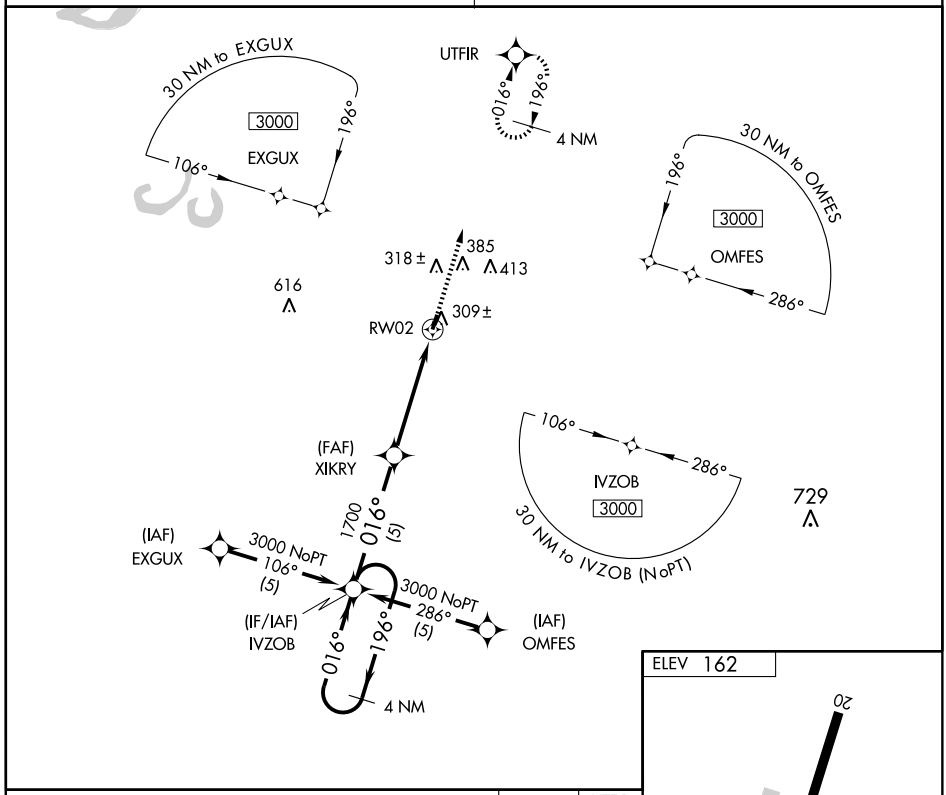
APP CRS	Rwy ldg	3348
016°	TDZE	162
	Apt Elev	162

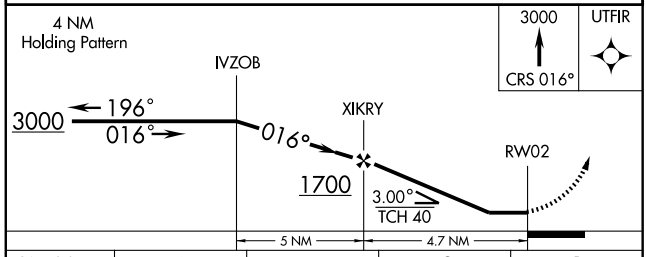
RNAV (GPS) RWY 2
MARKS/SELFS (MMS)

Use Clarksdale altimeter setting, when not received procedure NA.
NA DME/DME RNP-0.3 not authorized.

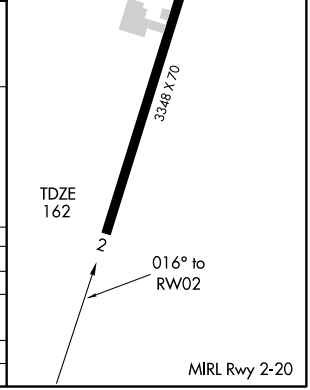
MISSED APPROACH: Climb to 3000 via course 016° to UTFIR WP and hold.

MEMPHIS CENTER	CTAF
135.3 335.8	122.9





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 438 (500-1)		NA	
CIRCLING	660-1 498 (500-1)		NA	



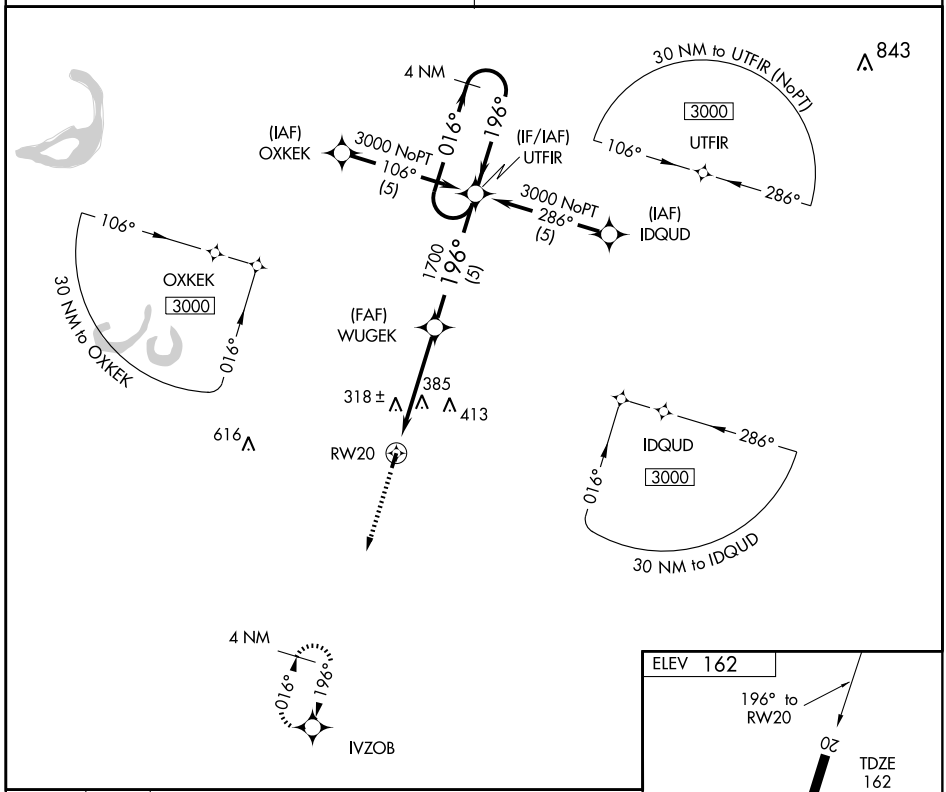
APP CRS	Rwy ldg	3348
196°	TDZE	162
	Apt Elev	162

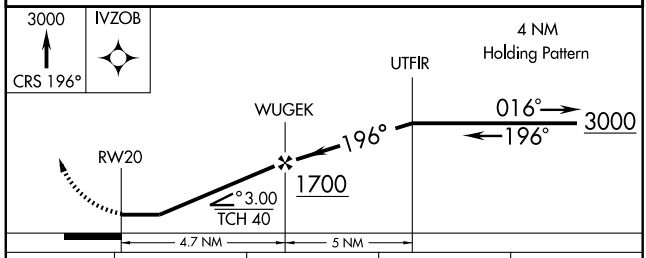
RNAV (GPS) RWY 20
MARKS/SELFS (MMS)

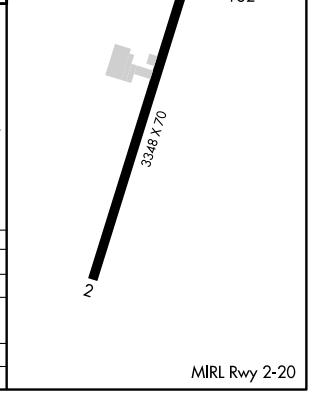
Use Clarksdale altimeter setting, when not received procedure NA.
NA
DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

MEMPHIS CENTER	CTAF
135.3 335.8	122.9







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	720-1 558 (600-1)		NA	
CIRCLING	720-1 558 (600-1)		NA	

LOC I-MCB	APP CRS	Rwy ldg	5000
109.1	156°	TDZE	413
		Apt Elev	413

ILS or LOC RWY 15

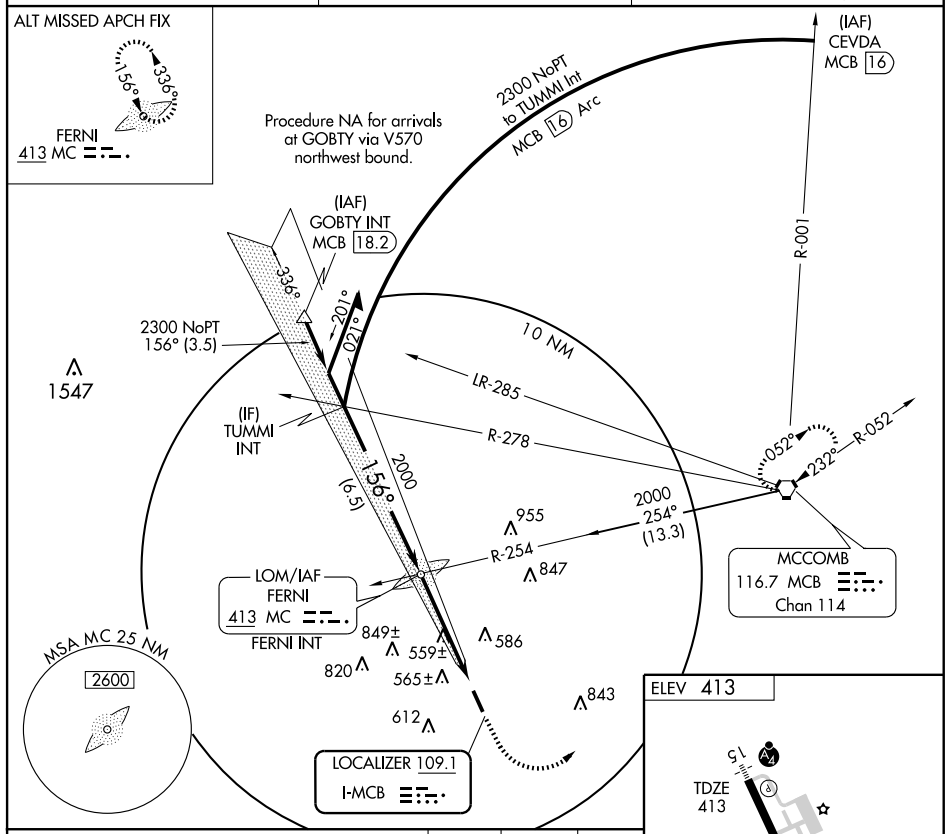
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

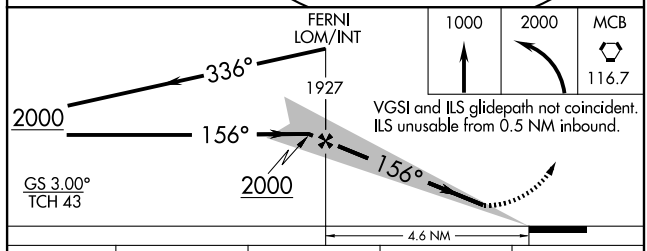
Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.

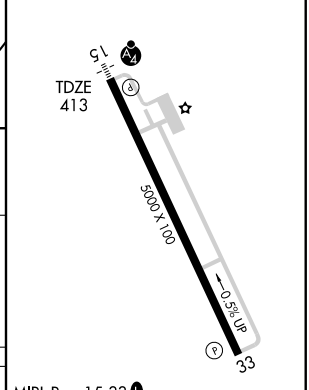
MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	613-¾ 200 (200-¾)			
S-LOC 15	820-¾ 407 (500-¾)		820-1¼ 407 (500-1¼)	
CIRCLING	880-1 467 (500-1)		880-1½ 467 (500-1½)	980-2 567 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

APP CRS	Rwy ldg	5000
153°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 15

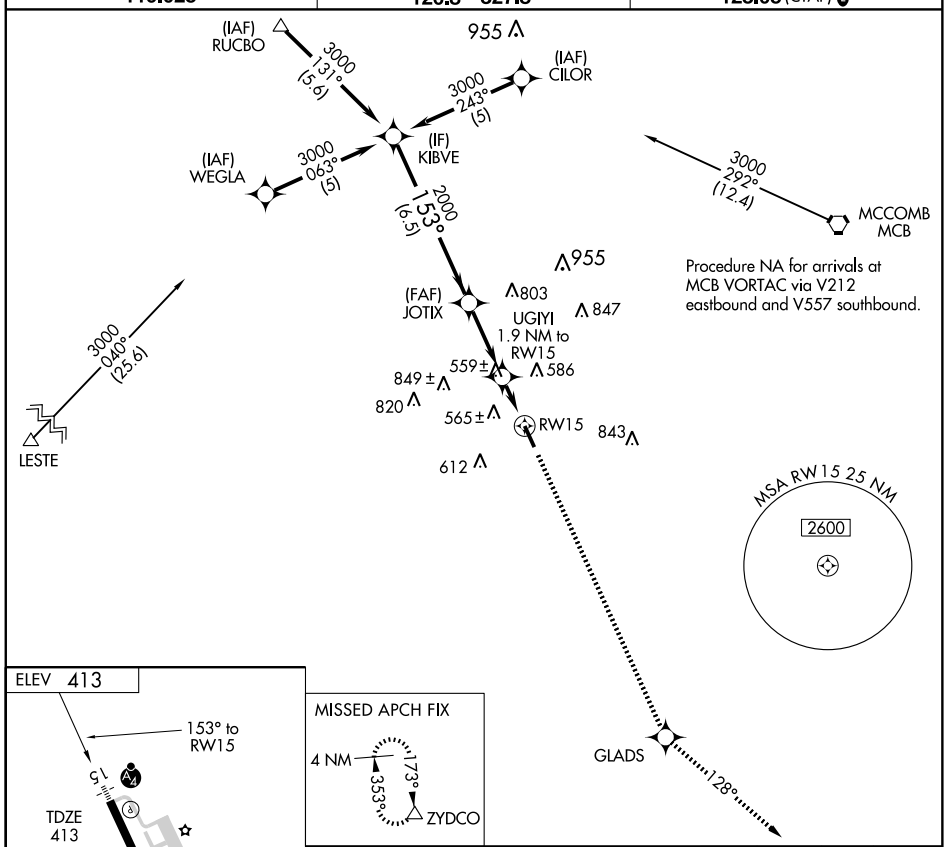
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

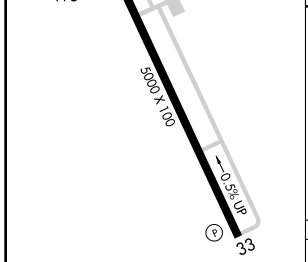
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

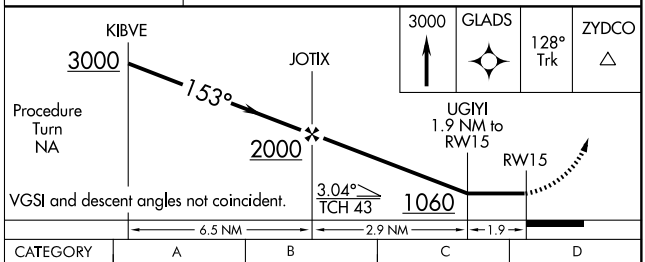
MALSF

MISSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 407 (500-1)		820-1¼ 407 (500-1¼)	
CIRCLING	920-1 507 (600-1)		920-1½ 507 (600-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 L

SC-4, 14 JAN 2010 to 11 FEB 2010

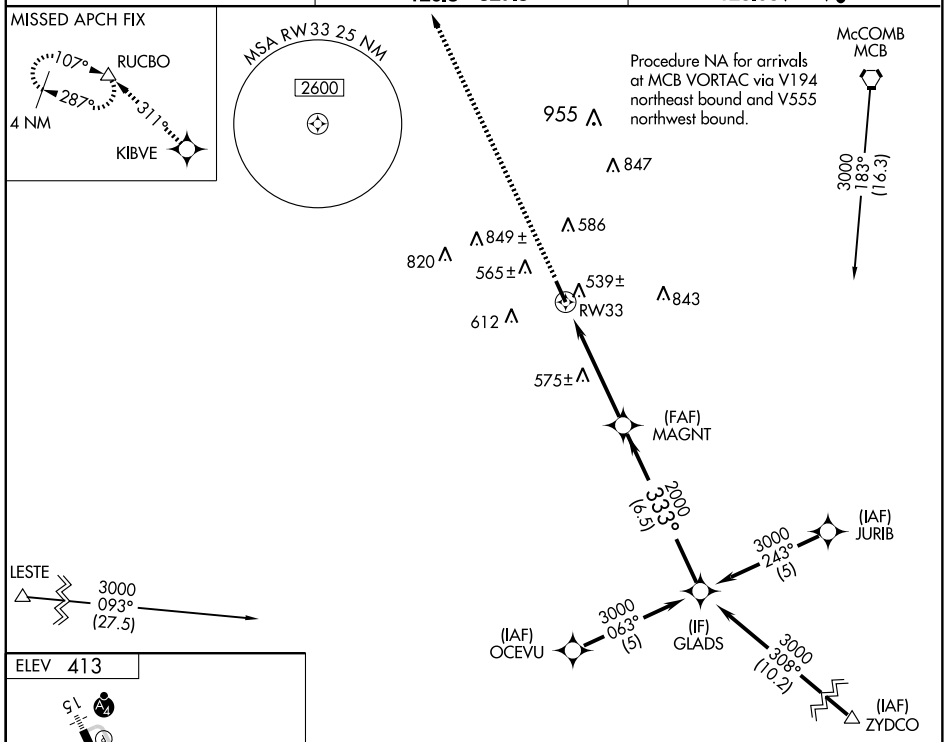
WAAS CH 77808 W33A	APP CRS 333°	Rwy ldg 5000 TDZE 407 Apt Elev 413

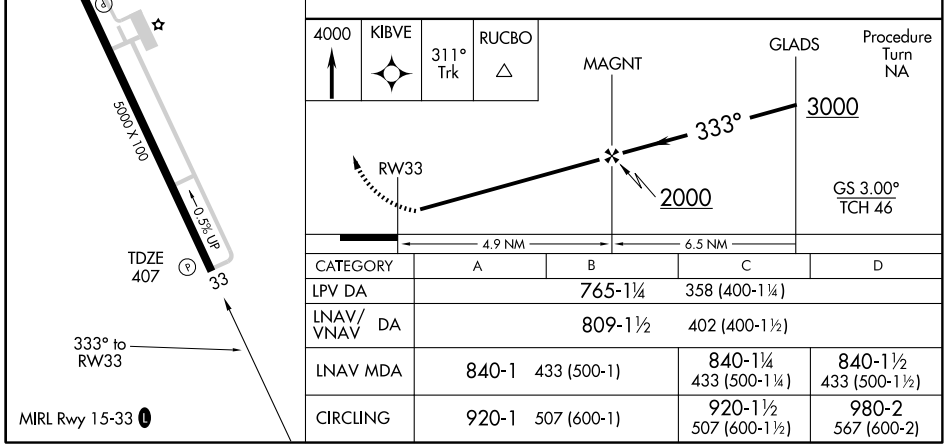
RNAV (GPS) RWY 33
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½mile all Cats, LNAV/VNAV ½mile all Cats, LNAV Cat C and D ¼mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	765-1¼ 358 (400-1¼)			
LNAV/VNAV DA	809-1½ 402 (400-1½)			
LNAV MDA	840-1 433 (500-1)		840-1¼ 433 (500-1¼)	840-1½ 433 (500-1½)
CIRCLING	920-1 507 (600-1)		920-1½ 507 (600-1½)	980-2 567 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC MCB	APP CRS	Rwy ldg	N/A
116.7	233°	TDZE	N/A
Chan 114		Apt Elev	413

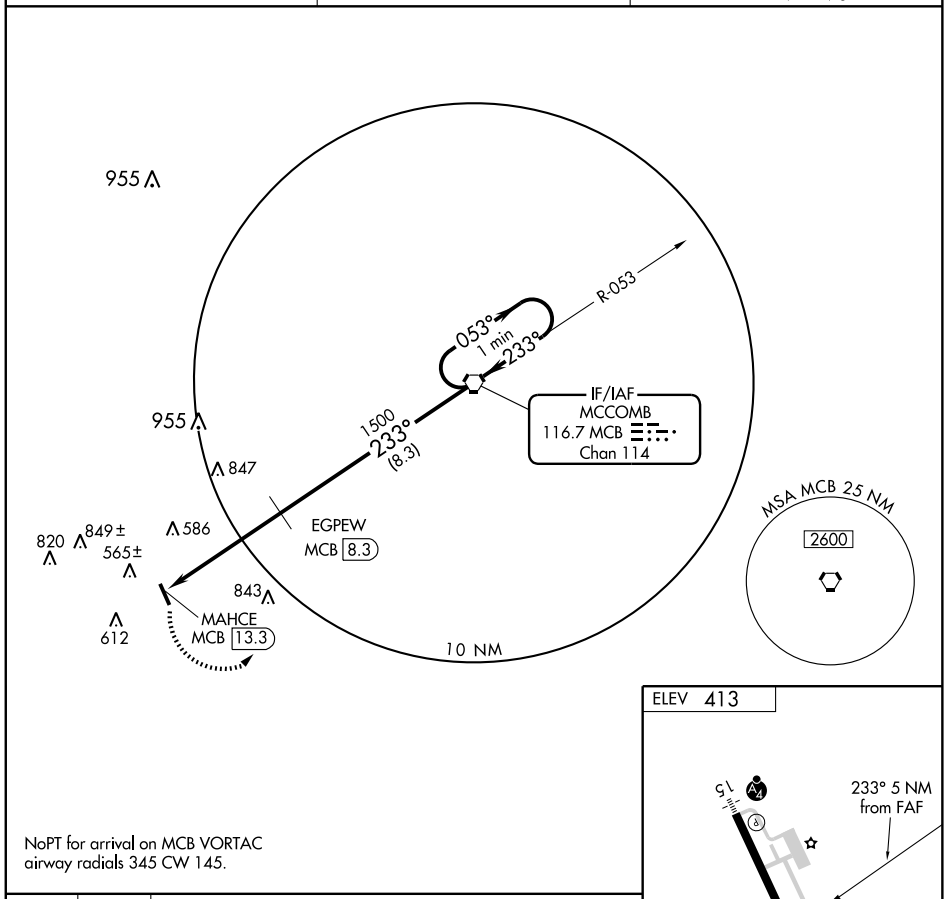
VOR/DME-A

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

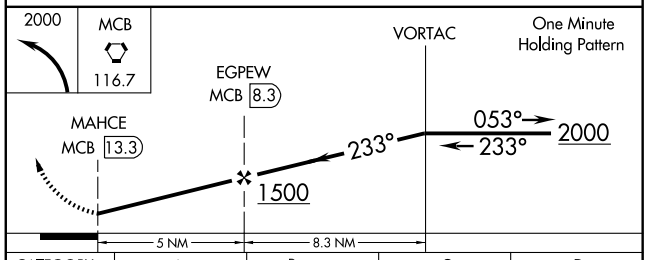
When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.

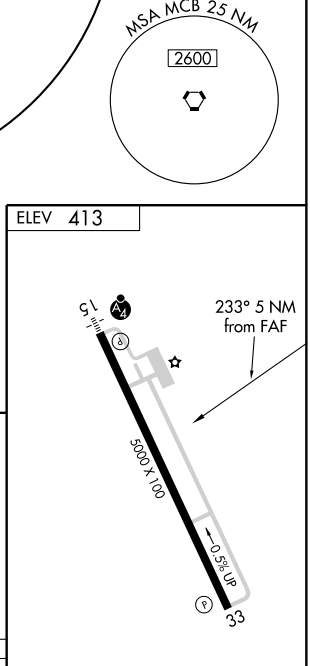
MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L



NoPT for arrival on MCB VORTAC airway radials 345 CW 145.





CATEGORY	A	B	C	D
CIRCLING	920-1 507 (600-1)		920-1½ 507 (600-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 L

SC-4, 14 JAN 2010 to 11 FEB 2010

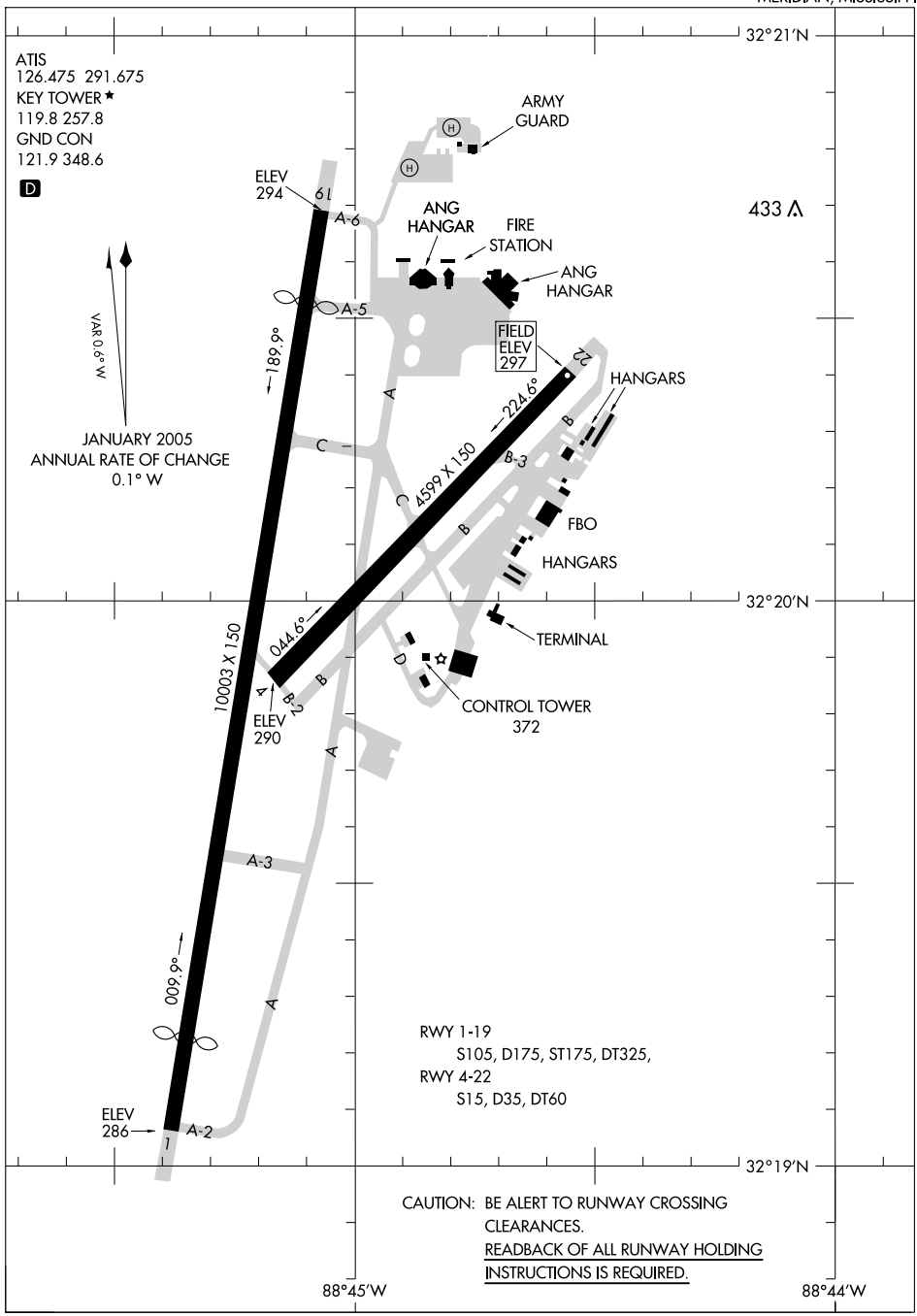
09071

AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI



SC-4, 14 JAN 2010 to 11 FEB 2010

HI-TACAN or VOR/DME-B

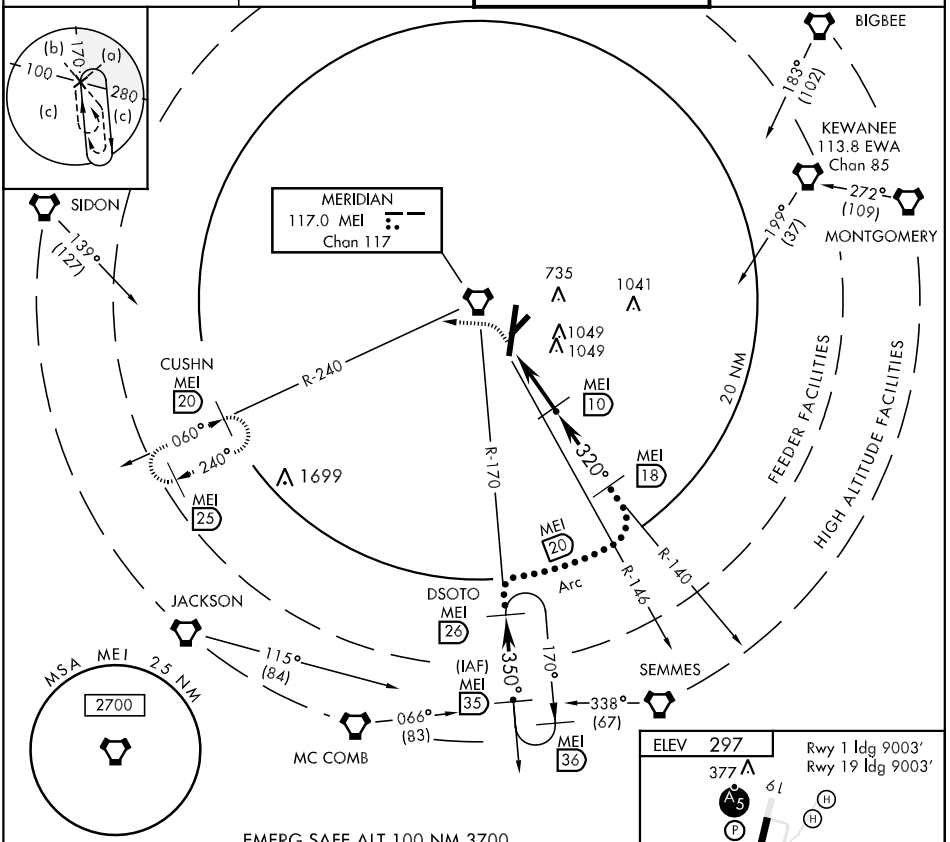
VORTAC MEI 117.0 Chan 117	APCH CRS 320°	Rwy ldg N/A TDZE N/A Arpt Elev 297

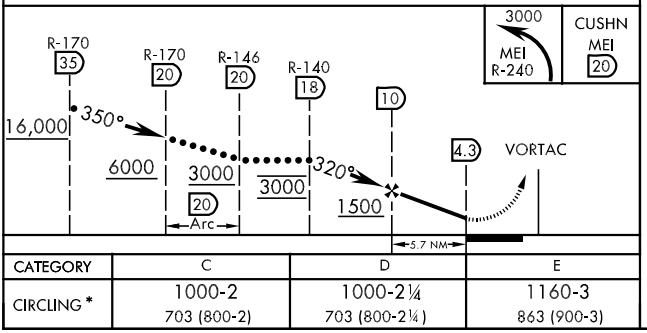
JAL-254 [USAF] MERIDIAN/KEY FIELD (KMEI)

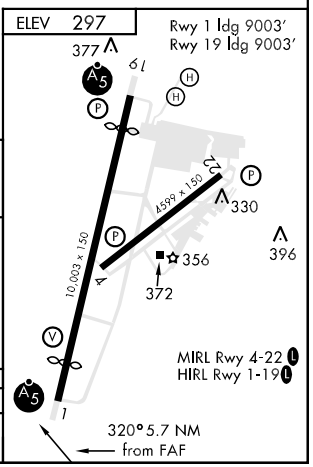
* Circling not authorized E of Rwy 1-19.

MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

ATIS	MERIDIAN APP CON	KEY TOWER ★	GND CON
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6







CATEGORY	C	D	E
CIRCLING *	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)	1160-3 863 (900-3)

LOC I-MEI	APP CRS	Rwy ldg	9003
110.1	008°	TDZE	289
		Apt Elev	297

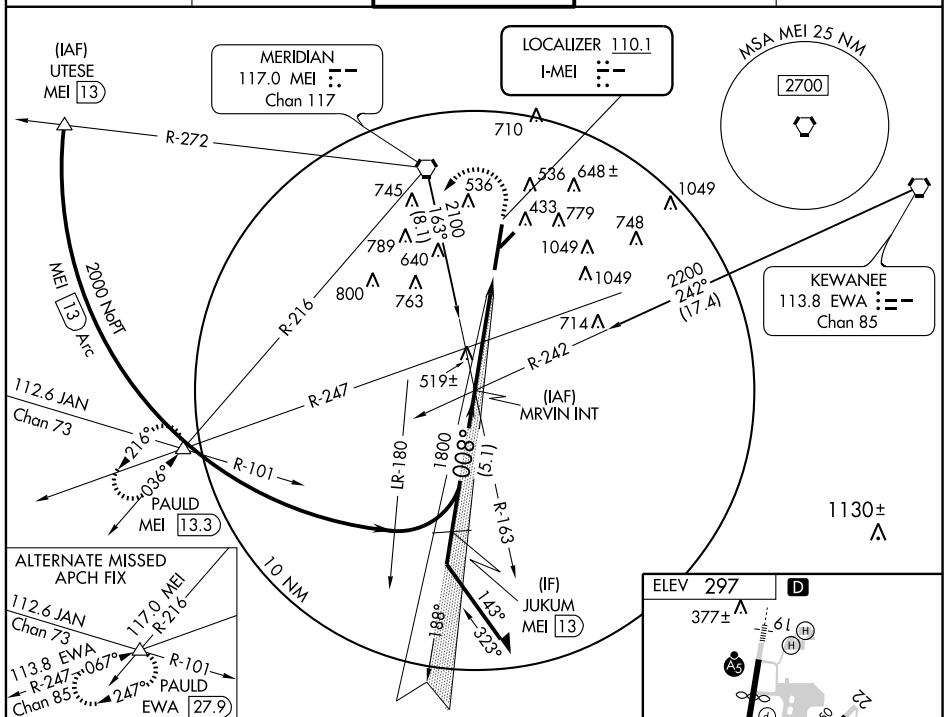
ILS or LOC RWY 1
MERIDIAN/KEY FIELD (MEI)

When local altimeter setting not received use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALSR, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E visibility to 1¾. For inoperative MALSR, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼. Circling NA southeast of Rwys 1 and 4.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via MEI R-216 to PAULD Int and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D	E
S-ILS 1	**489/24 200 (200-½)				489/24 200 (200-½)
S-LOC 1	780/24 491 (500-½)		780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IKQ	APP CRS	Rwy ldg	9003
111.35	188°	TDZE	293
Chan 50 (Y)		Apt Elev	297

ILS or LOC RWY 19

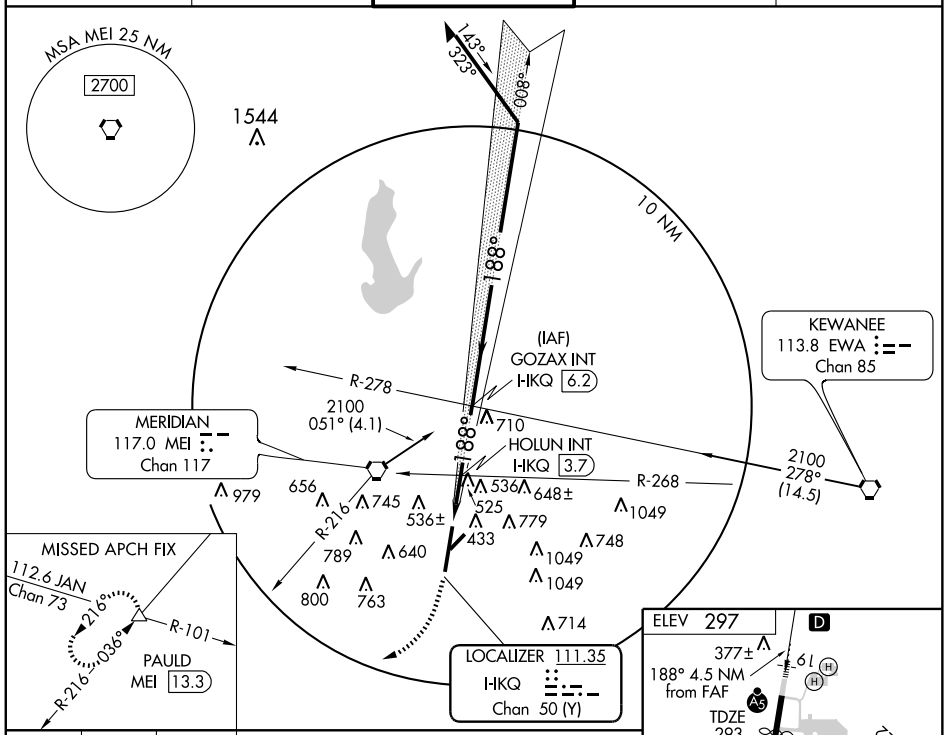
MERIDIAN/KEY FIELD (MEI)

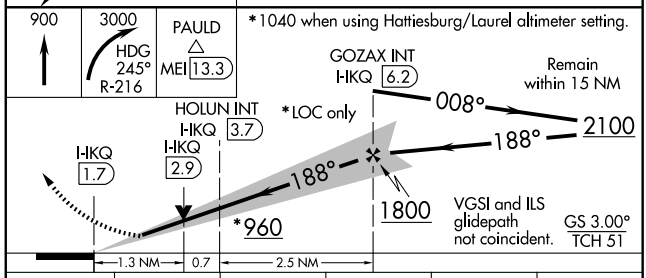
T
ASR

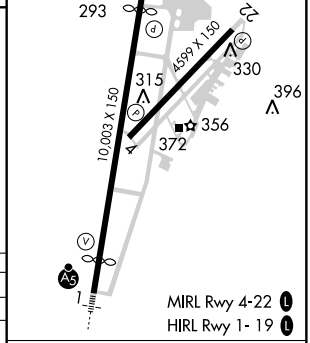
DME required. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting. Circling NA SE of runways 1 and 4.

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON*	KEY TOWER *	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-ILS 19	599-1 306 (400-1)				
S-LOC 19	760-1 467 (500-1)		760-1¼ 467 (500-1¼)	760-1½ 467 (500-1½)	760-1¾ 467 (500-1¾)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86500 W01A	APP CRS 008°	Rwy ldg 9003 TDZE 289 Apt Elev 297

RNAV (GPS) RWY 1

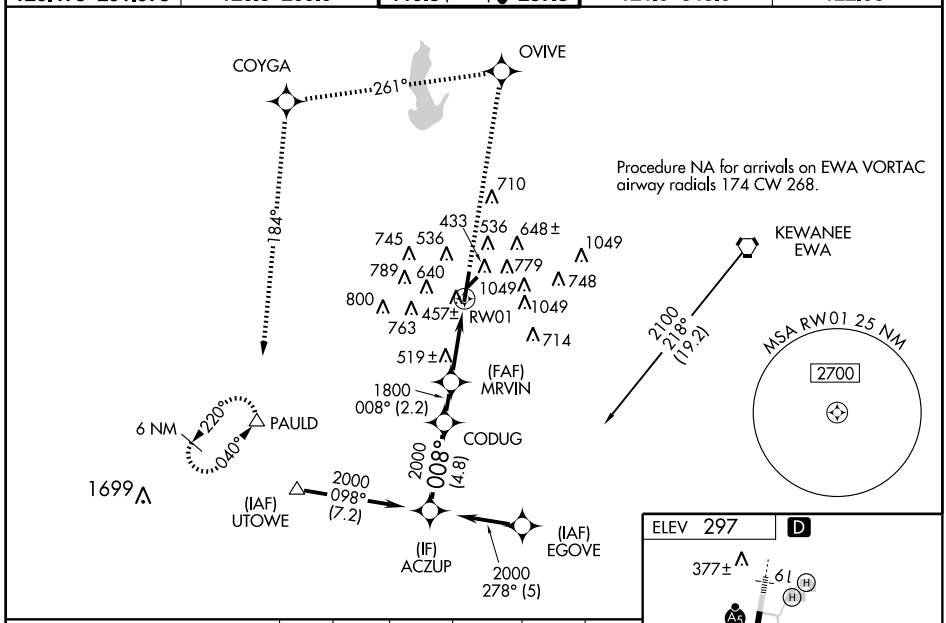
MERIDIAN/KEY FIELD (MEI)

When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C, D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼, and LNAV Cat E visibility to 1¾. For inoperative MALSR when using Hattiesburg/Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibilty to 2¾, and LNAV Cat E visibility to 2¼. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting.
Circling NA southeast of Rwys 1 and 4. DME/DME RNP-0.3 NA.

MALSR

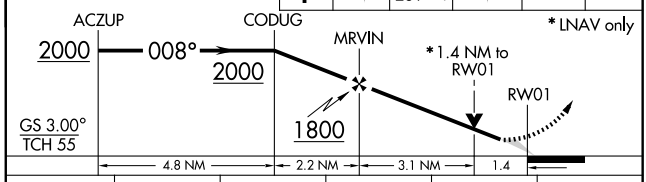
MISSED APPROACH:
Climb to 3000 direct OVIVE then left turn via 261° track to COYGA and 184° track to PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



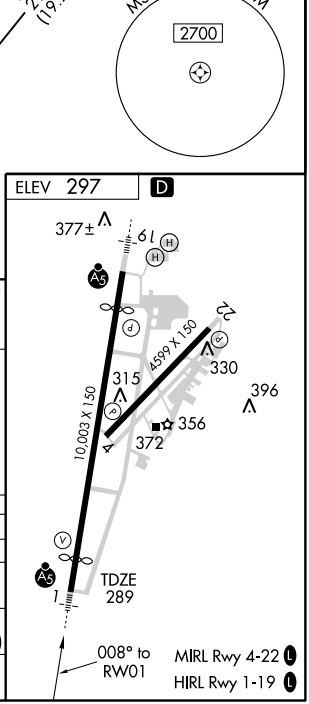
Procedure Turn NA

3000	OVIVE	TRK 261°	COYGA	TRK 184°	PAULD



* LNAV only

CATEGORY	A	B	C	D	E
LPV DA	489/24 200 (200-½)				
LNAV/VNAV DA	909-1¾ 620 (700-1¾)				
LNAV MDA	780/24 491 (500-½)		780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)



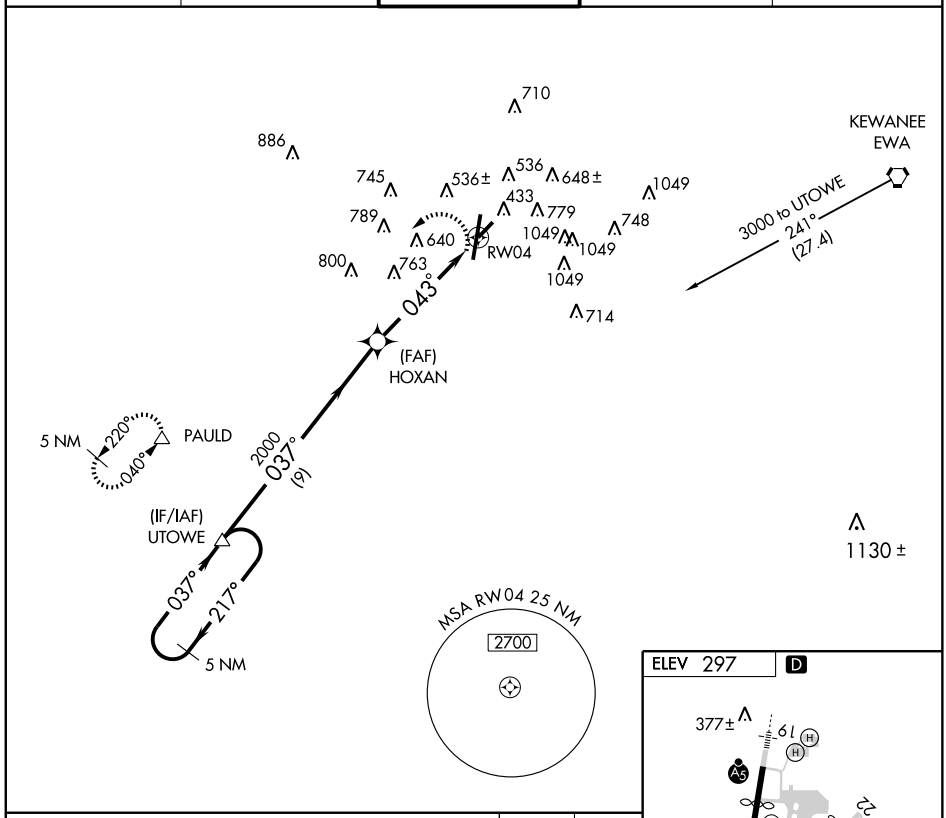
APP CRS	Rwy ldg	4599
043°	TDZE	295
	Apt Elev	297

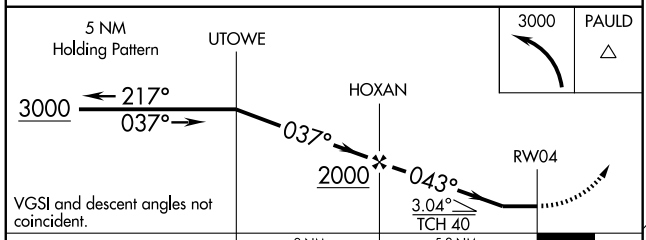
RNAV (GPS) RWY 4
MERIDIAN/KEY FIELD (MEI)

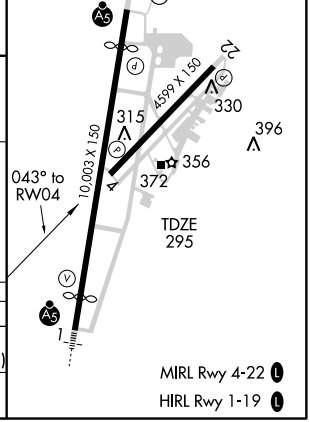
DME/DME RNP-0.3 NA. Circling NA southeast of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 4 and circling Rwy 22 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	920-1	625 (700-1)	920-1¾ 625 (700-1¾)	920-2 625 (700-2)	920-2¼ 625 (700-2¼)
CIRCLING	920-1	623 (700-1)	920-1¾ 623 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)

SC-4. 14 JAN 2010 to 11 FEB 2010

WAAS CH 61003 W19A	APP CRS 188°	Rwy ldg 9003 TDZE 293 Apt Elev 297

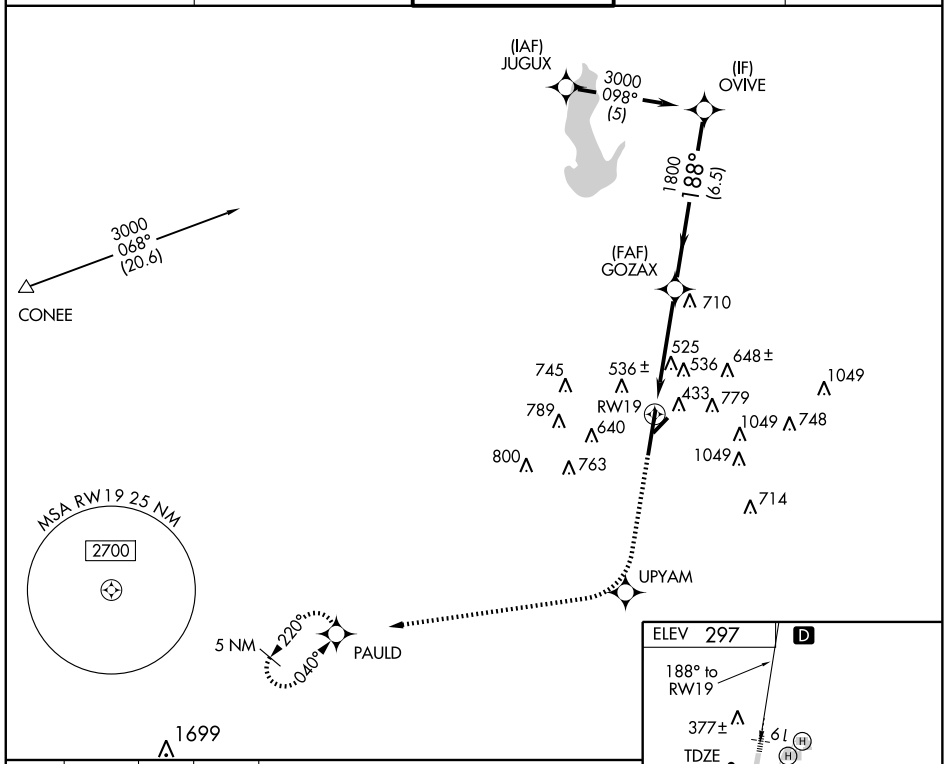
RNAV (GPS) RWY 19
MERIDIAN/KEY FIELD (MEI)

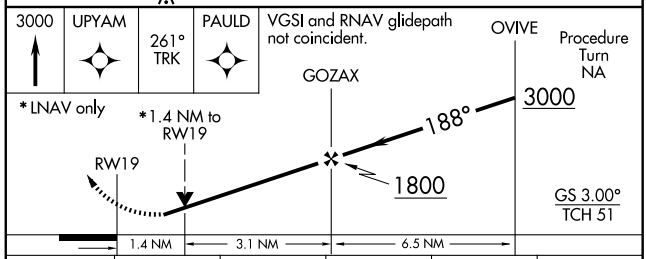
ASR

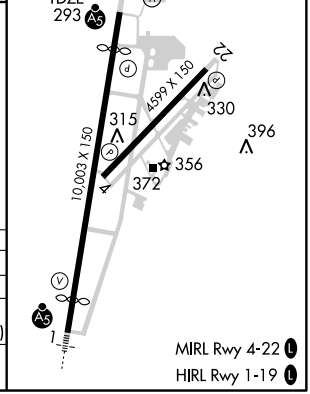
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA SE of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

ATIS	MERIDIAN APP CON*	KEY TOWER*	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	635-1¼ 342 (400-1¼)				
LNAV MDA	780- 1 487 (500-1)		780-1¼ 487 (500-1¼)	780-1½ 487 (500-1½)	780-1¾ 487 (500-1¾)
CIRCLING	860-1¼ 563 (600-1¼)	880-1¼ 583 (600-1¼)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

SC-4, 14 JAN 2010 to 11 FEB 2010

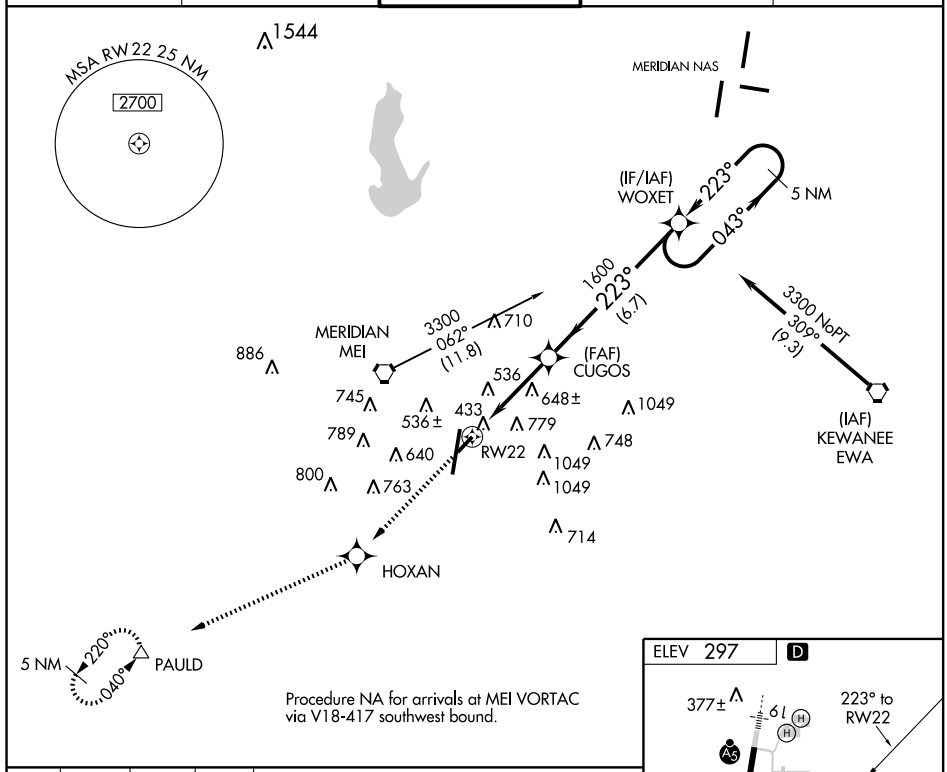
APP CRS	Rwy ldg	4599
223°	TDZE	297
	Apt Elev	297

RNAV (GPS) RWY 22
MERIDIAN/KEY FIELD (MEI)

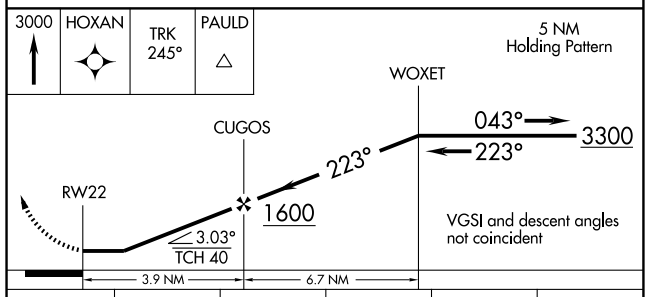
DME/DME RNP-0.3 NA. Circling NA southeast of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling runway 22 NA at night.

MISSED APPROACH: Climb to 3000 direct HOXAN and via 245 track to PAULD and hold.

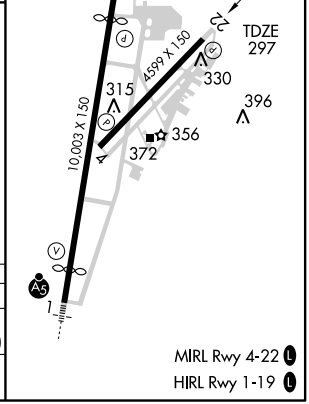
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



Procedure NA for arrivals at MEI VORTAC via V18-417 southwest bound.



CATEGORY	A	B	C	D	E
LNAV MDA	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	940-2¼ 643 (700-2¼)
CIRCLING	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



VORTAC MEI 117.0 Chan 117	APP CRS 130°	Rwy ldg N/A TDZE N/A Apt Elev 297

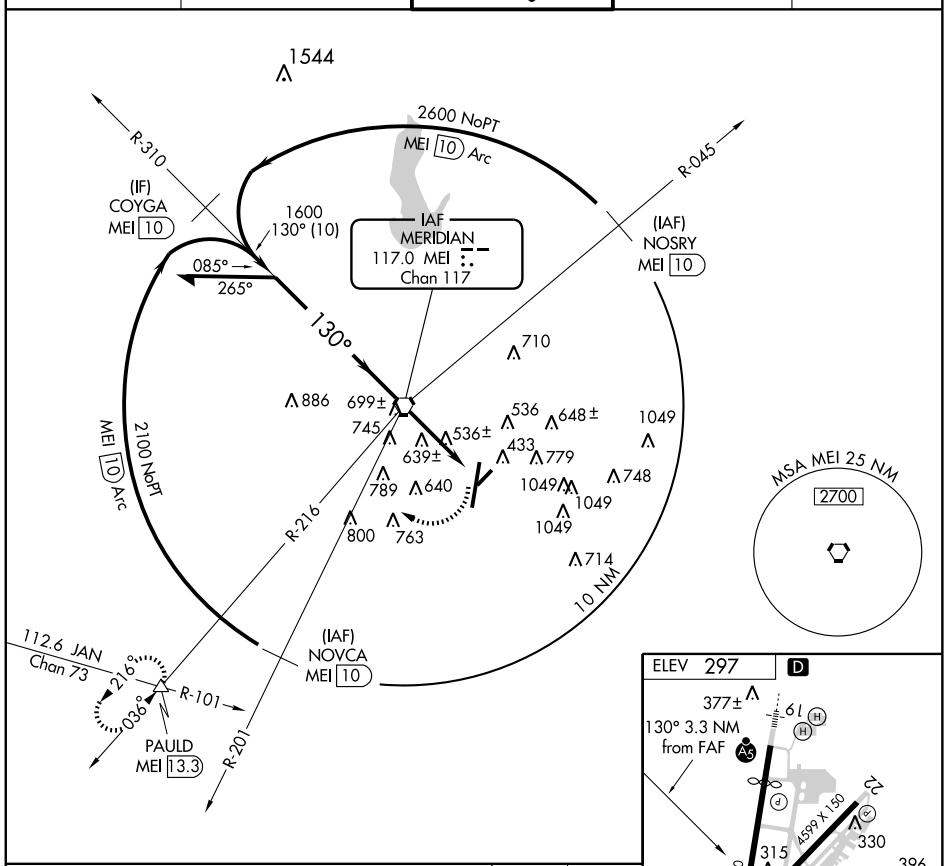
VOR-A

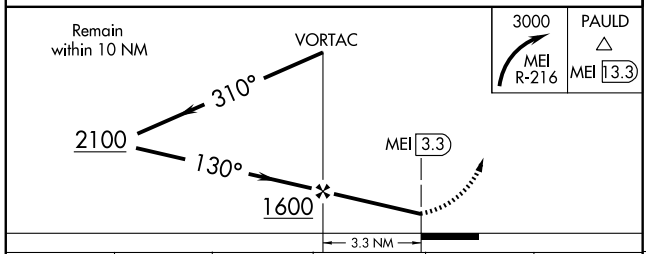
MERIDIAN/KEY FIELD (MEI)

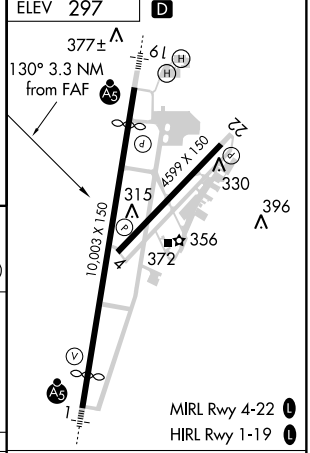
Circling not authorized southeast of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. Procedure turn NA for Cat E. DME Required

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95





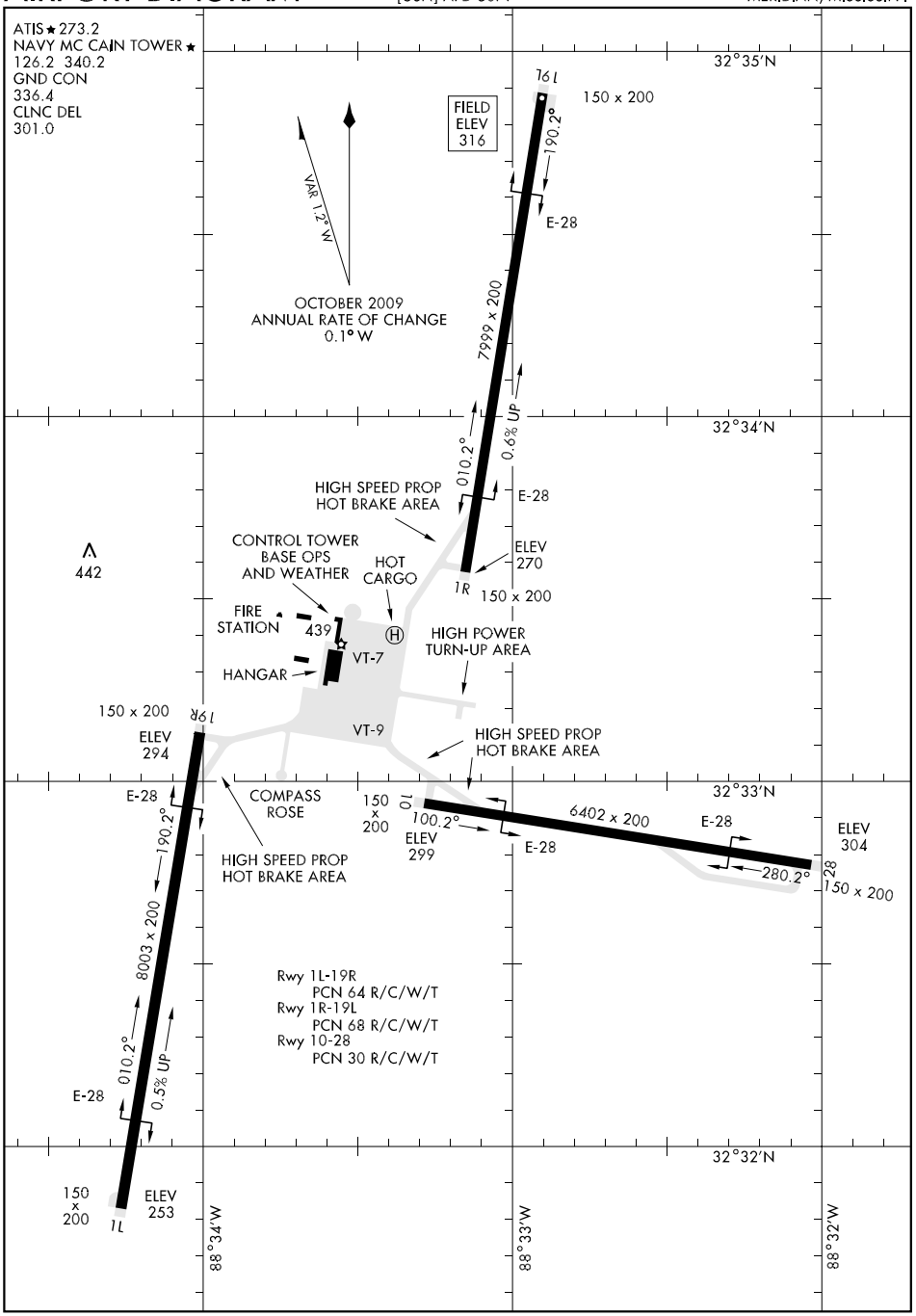


CATEGORY	A	B	C	D	E
CIRCLING	900-1	603 (700-1)	900-1¾ 603 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-4, 14 JAN 2010 to 11 FEB 2010


ATIS ★ 273.2
NAVY MC CAIN TOWER ★
126.2 340.2
GND CON
336.4
CLNC DEL
301.0
32°35'N
32°34'N
32°33'N
32°32'N
88°34'W
88°33'W
88°32'W
FIELD ELEV 316
16L
150 x 200
190.2°
E-28
VAR 1.2° W
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W
7999 x 200
0.6% UP
010.2°
HIGH SPEED PROP
HOT BRAKE AREA
E-28
ELEV 270
1R
150 x 200
CONTROL TOWER
BASE OPS
AND WEATHER
HOT CARGO
FIRE STATION
439
VT-7
HANGAR
HIGH POWER
TURN-UP AREA
442
150 x 200
19R
ELEV 294
VT-9
HIGH SPEED PROP
HOT BRAKE AREA
E-28
190.2°
COMPASS ROSE
150 x 200
10
100.2°
ELEV 299
6402 x 200
E-28
E-28
ELEV 304
280.2°
28
150 x 200
HIGH SPEED PROP
HOT BRAKE AREA
8003 x 200
Rwy 1L-19R
PCN 64 R/C/W/T
Rwy 1R-19L
PCN 68 R/C/W/T
Rwy 10-28
PCN 30 R/C/W/T
010.2°
0.5% UP
E-28
150 x 200
1L
ELEV 253

HI-ILS OR LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg	7999
109.7	188°	TDZE	316
		Arpt Elev	316

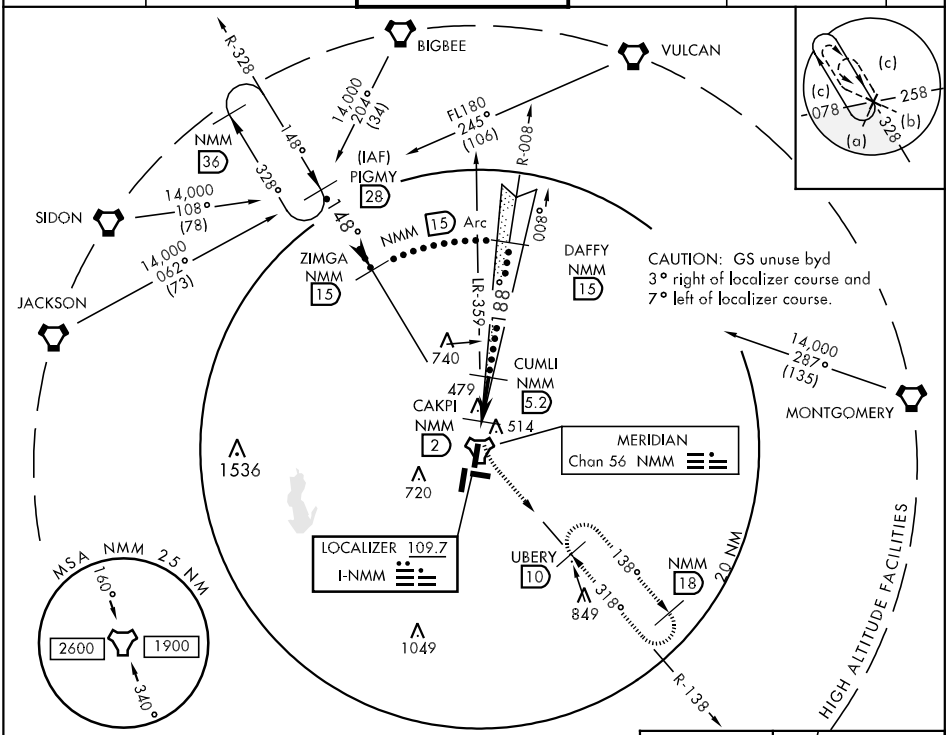
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

T *When ALS inop, increase CAT CDE vis to ¾ mile.
**When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

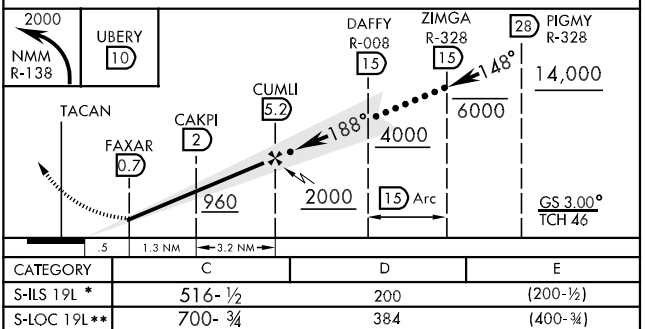
SSALR A3

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

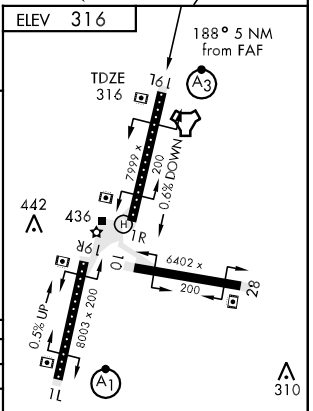
ATIS *	MERIDIAN APP CON	NAVY MC CAIN TOWER *	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	



EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S-ILS 19L *	516- ½	200	(200-½)
S-LOC 19L**	700- ¾	384	(400-¾)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)



HI-TACAN RWY 1L

TACAN NMM Chan 56	APCH CRS 022°	Rwy ldg 8003 TDZE 253 Arpt Elev 316

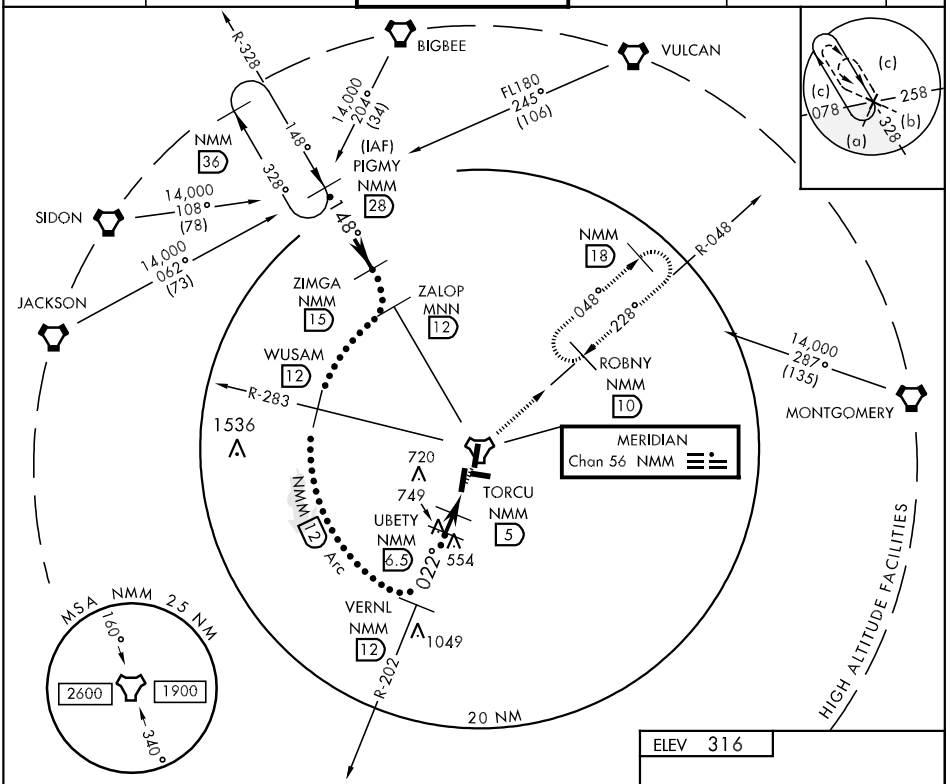
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2000 via NMM R-202 to NMM TACAN then via R-048 to ROBNY and hold.

ATIS *	MERIDIAN APP CON	NAVY MC CAIN TOWER *	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	



CATEGORY	C	D	E
S- 1L *	780-1 527 (500-1)	780-1¼ 527 (500-1¼)	
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

HI-TACAN RWY 19L

TACAN NMM Chan 56	APCH CRS 178°	Rwy ldg 7999 TDZE 316 Arpt Elev 316

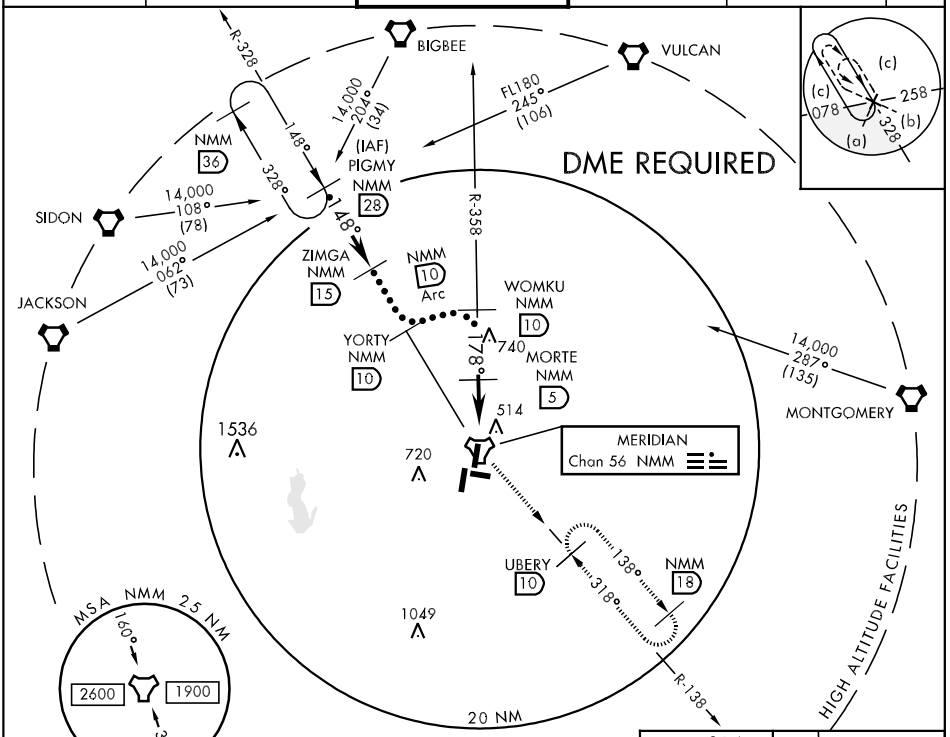
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT C vis to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

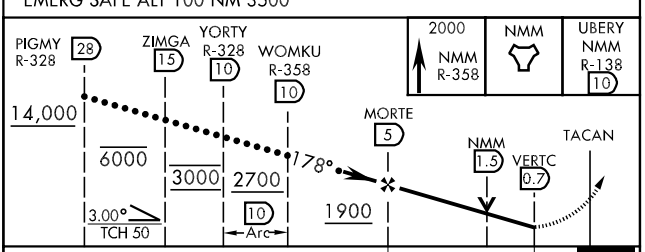
SSALR A3

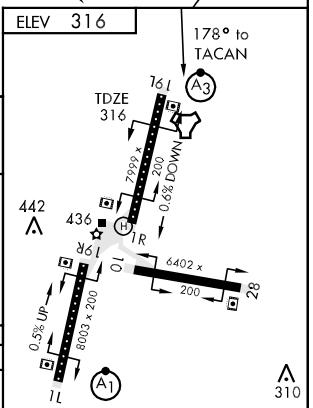
MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	



EMERG SAFE ALT 100 NM 3500





HIRL Rwy 1R-19L, 1L-19R
HIRL Rwy 10-28

CATEGORY	C	D	E
S- 19L *	780-¾ 464 (500-¾)	780-1 464 (500-1)	780-1¼ 464 (500-1¼)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

ILS or LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.7	188°	7999 / 316 / 316

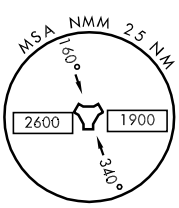
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

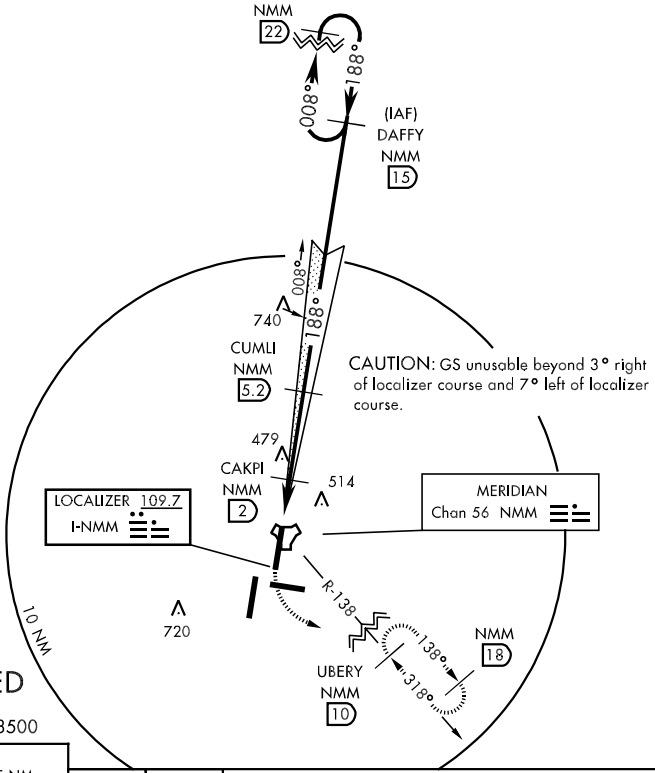
* When ALS inop, increase All CAT vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.

SSALR A3

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	

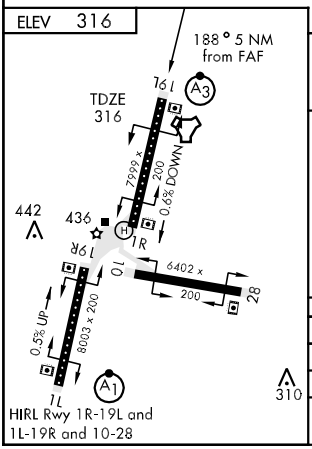


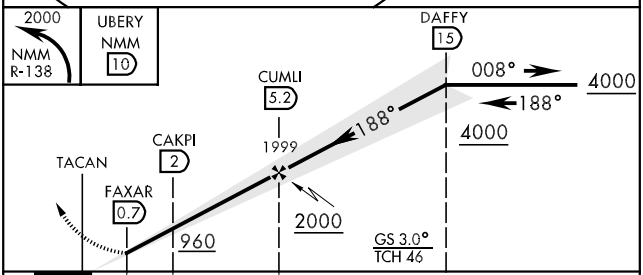


RADAR REQUIRED

EMERG SAFE ALT 100 NM 3500

ELEV 316





CATEGORY	A			B		C		D	
S-ILS 19L *	516-½				200	(200-½)			
S-LOC 19L **	700-½	384	(400-½)			700-¾	384	(400-¾)	
CIRCLING	820-1	504	(600-1)			820-1 ½	504	(600-1 ½)	880-2 564 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 1L

APCH CRS	Rwy ldg	8003
008°	TDZE	253
	Arpt Elev	316

AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

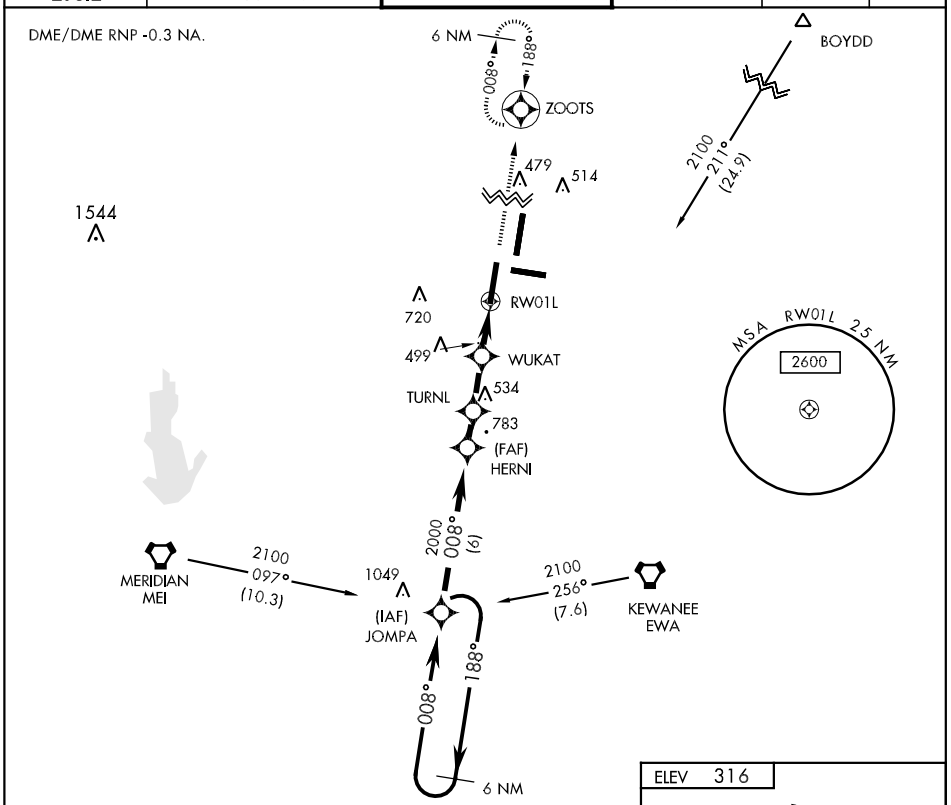
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.

SSALR (A3)

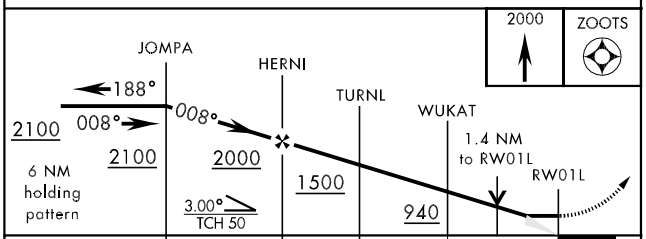
MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.

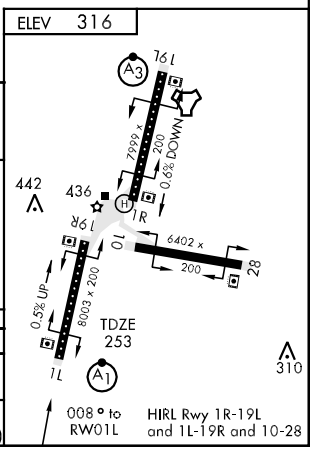
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	

DME/DME RNP -0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA*	760-½ 507 (500-½)		760-1 507 (500-1)		760-1¼ 507 (500-1¼)
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

RNAV (GPS) RWY 19L

APCH CRS	Rwy ldg	7999
188°	TDZE	316
	Arpt Elev	316

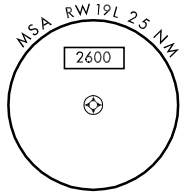
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

T * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.
** When ALS inop, increase All CAT vis to 1¾ miles.

SSALR A3

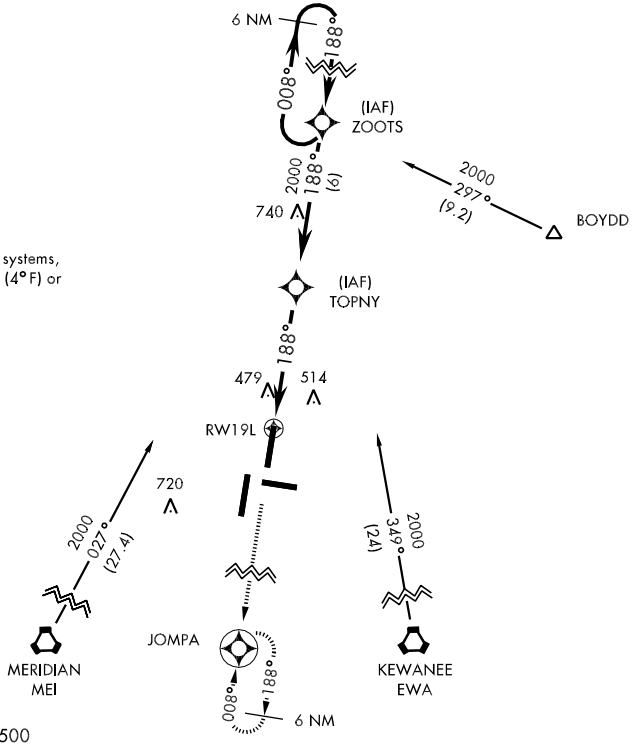
MISSED APPROACH: Climb to 2100 direct JOMPA and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.2	120.95 276.4	126.2 340.2	336.4	301.0	



For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15° C (4° F) or above 41°C (107°F).

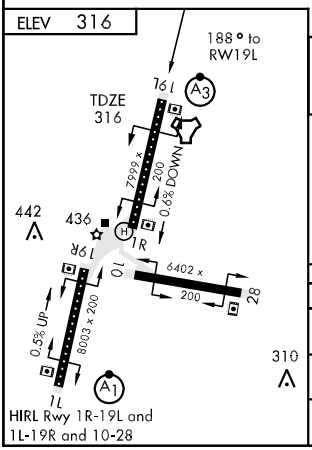
DME/DME RNP -0.3 NA.



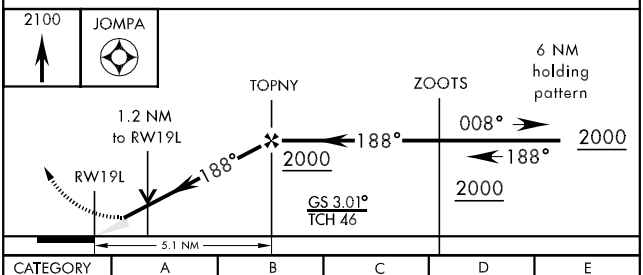
1544

EMERG SAFE ALT 100 NM 3500

ELEV 316



HIRL Rwy 1R-19L and 1L-19R and 10-28



CATEGORY	A	B	C	D	E
LNAV MDA *	760-½ 444 (500-½)		760-¾ 444 (500-¾)	760-1 444 (500-1)	
LNAV/VNAV DA **	820-1¼ 504 (600-1¼)				
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

LOC I-HEZ	APP CRS	Rwy ldg	6500
111.35	133°	TDZE	266
		Apt Elev	272

ILS or LOC RWY 13

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

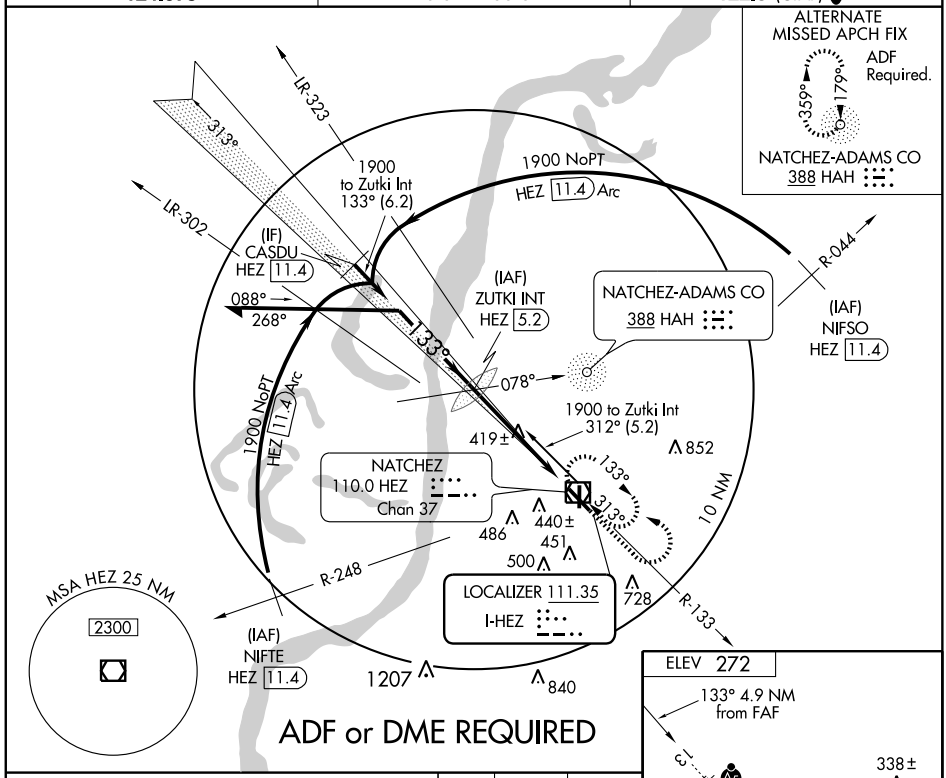
When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1¼ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

NA

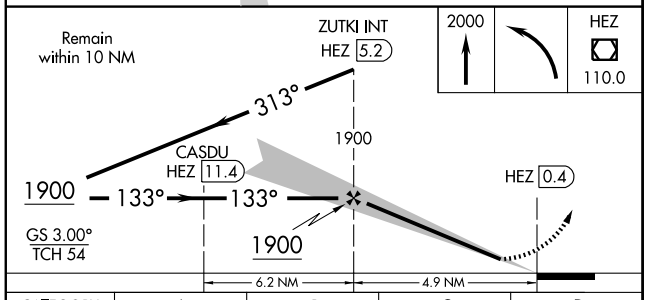
MALSR

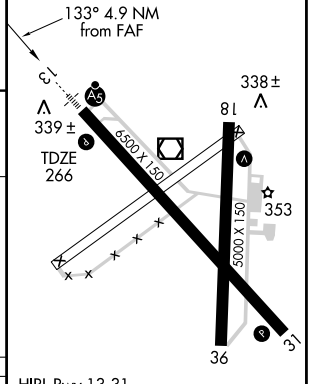
MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L



ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 13	466-½ 200 (200-½)			
S-LOC 13	680-½ 414 (500-½)		680-¾ 414 (500-¾)	
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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WAAS CH 50505 W13A	APP CRS 133°	Rwy ldg 6500 TDZE 266 Apt Elev 272

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

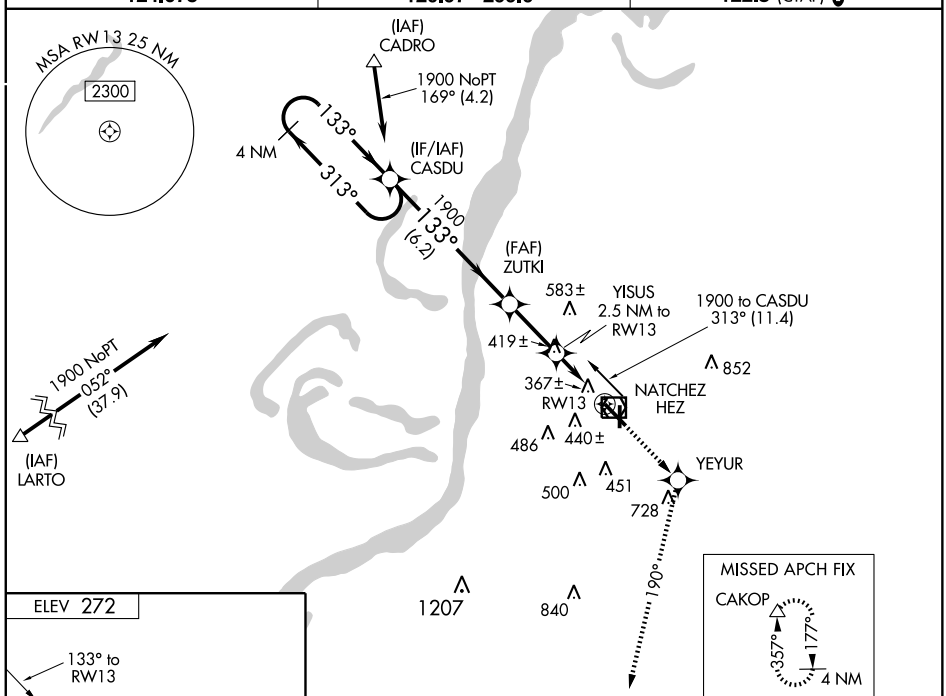
RNAV (GPS) RWY 13

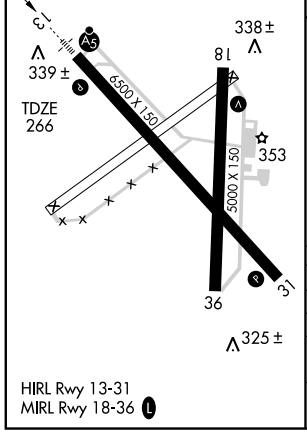
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1¼ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile.

MALSR

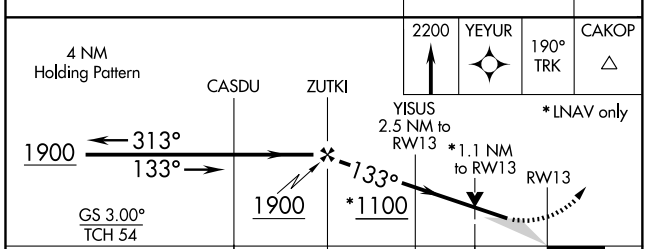
MISSED APPROACH: Climb to 2200 direct YEYUR and via 190° track to CAKOP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L





HIRL Rwy 13-31
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	522-½ 256 (300-½)			
LNAV/VNAV DA	652-¾ 386 (400-¾)			
LNAV MDA	680-½ 414 (500-½)		680-¾ 414 (500-¾)	680-1 414 (500-1)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
178°	TDZE	272
	Apt Elev	272

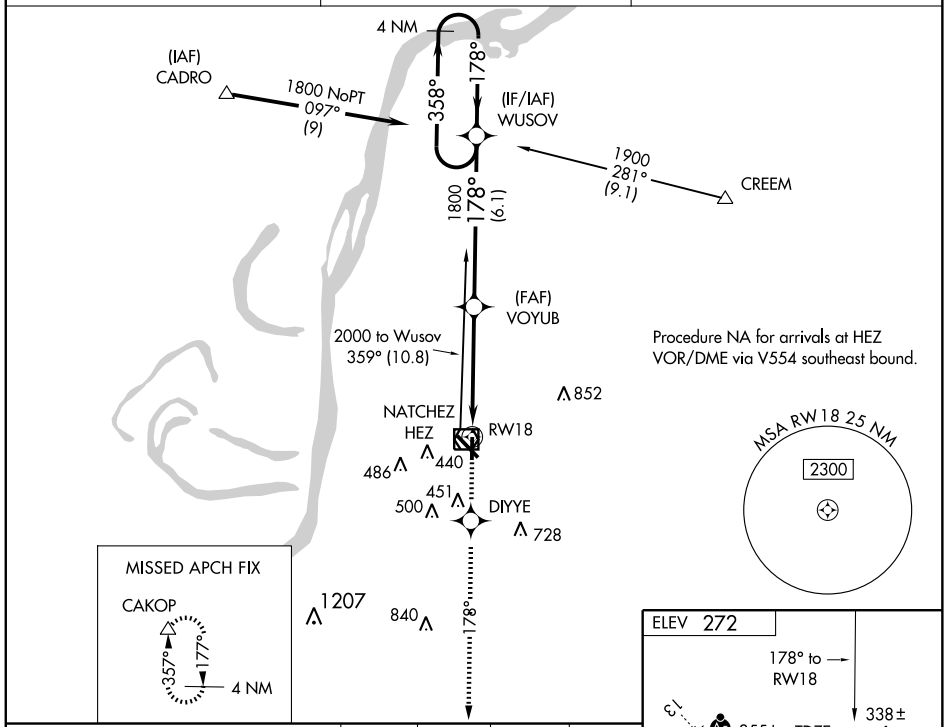
RNAV (GPS) RWY 18

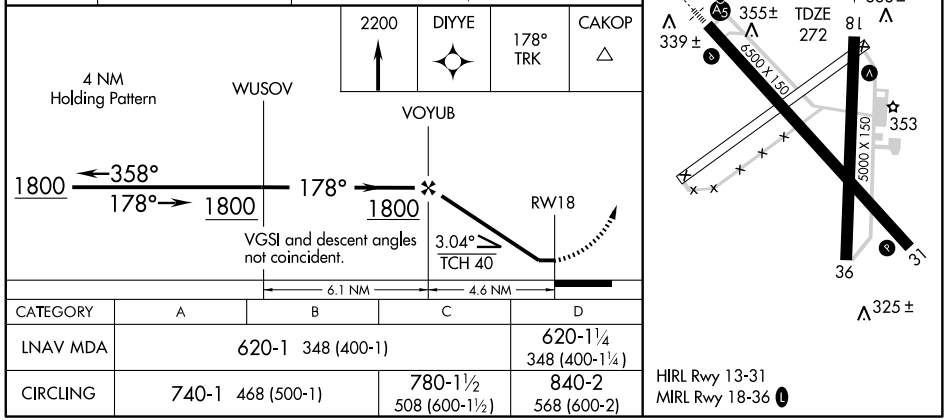
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1 348 (400-1)			620-1¼ 348 (400-1¼)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

APP CRS	Rwy ldg	6500
313°	TDZE	272
	Apt Elev	272

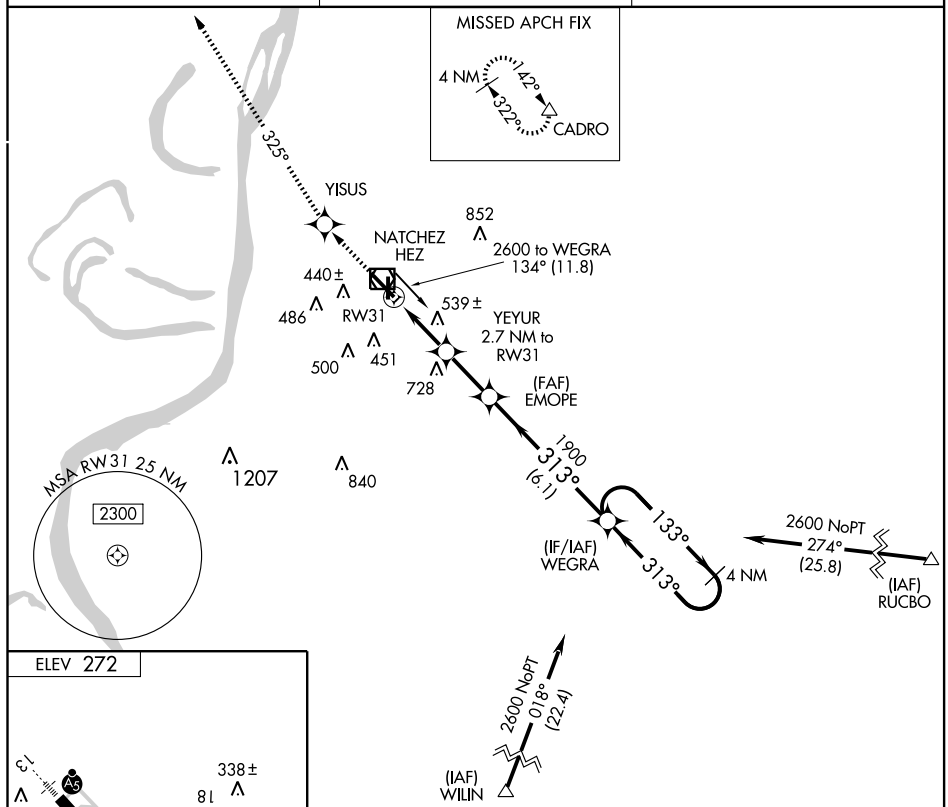
RNAV (GPS) RWY 31

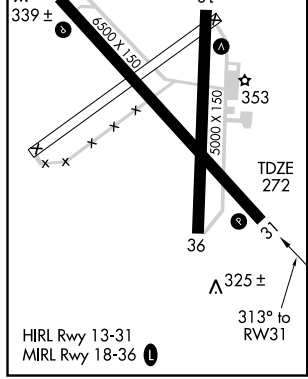
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

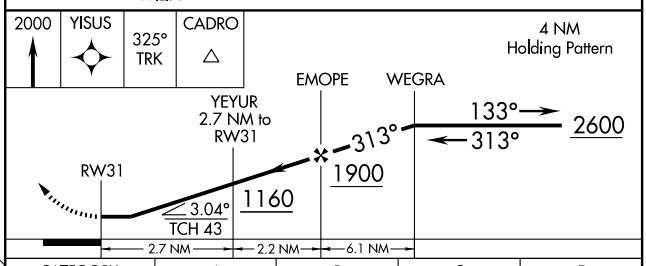
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 528 (600-1)		800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1 528 (600-1)		800-1½ 528 (600-1½)	840-2 568 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
005°	TDZE	272
	Apt Elev	272

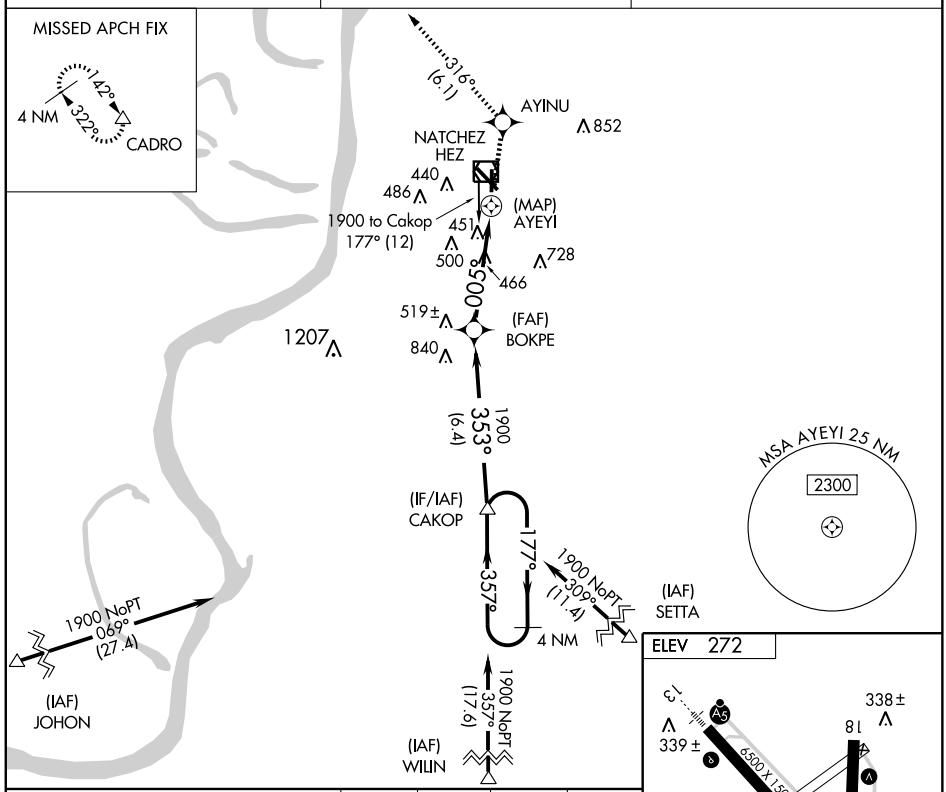
RNAV (GPS) RWY 36

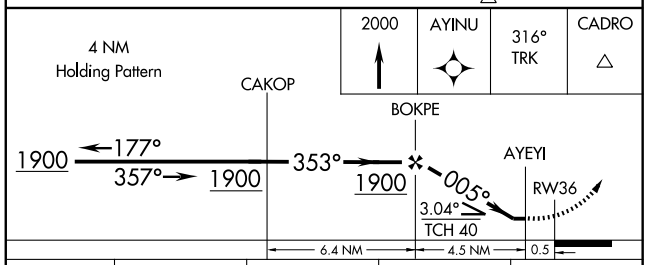
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

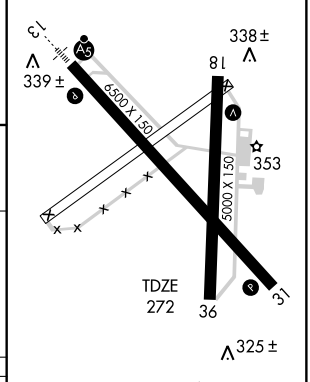
MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	780-1 508 (600-1)		780-1½ 508 (600-1½)	
CIRCLING	780-1 508 (600-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)



SC-4. 14 JAN 2010 to 11 FEB 2010

NATCHEZ, MISSISSIPPI

VOR/DME HEZ	APP CRS	Rwy ldg	6500
110.0	124°	TDZE	266
Chan 37		Apt Elev	272

AL-967 (FAA)

NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

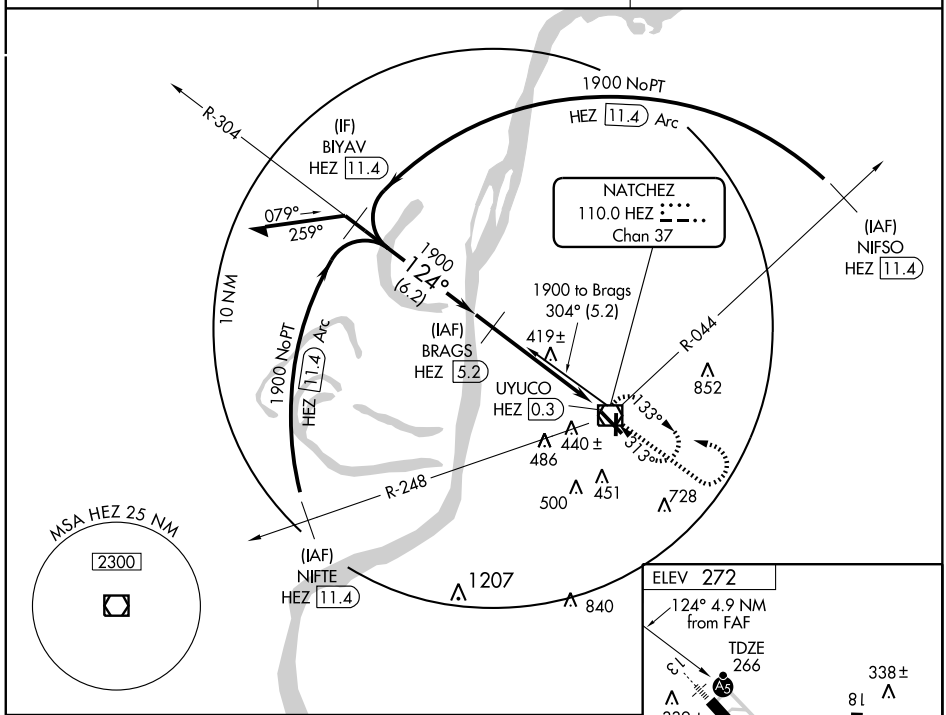
VOR/DME RWY 13

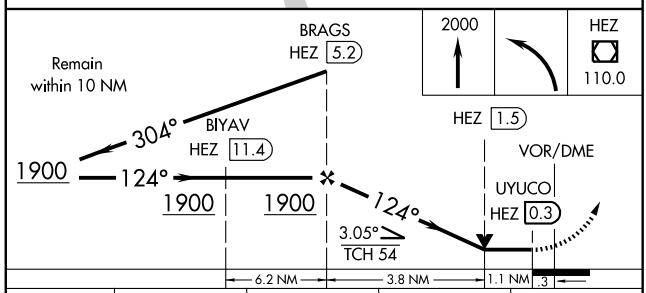
If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

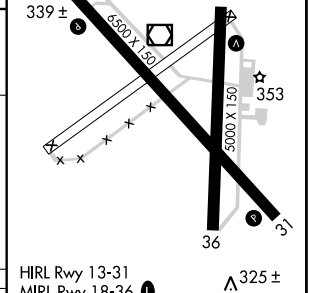
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	680-¾ 414 (500-¾)			
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME HEZ	APP CRS	Rwy ldg	5000
110.0	197°	TDZE	272
Chan 37		Apt Elev	272

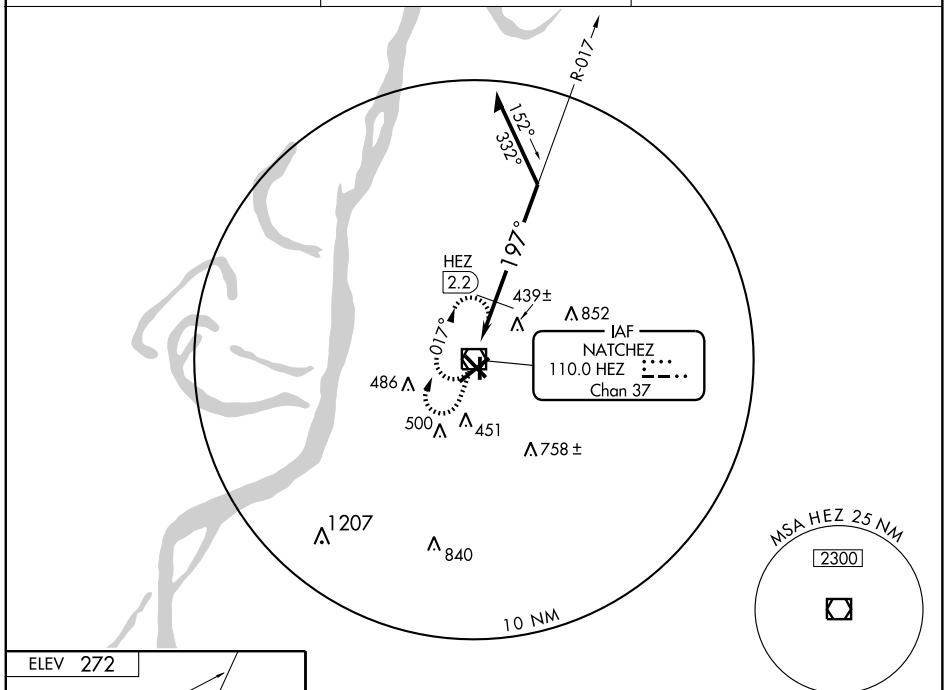
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

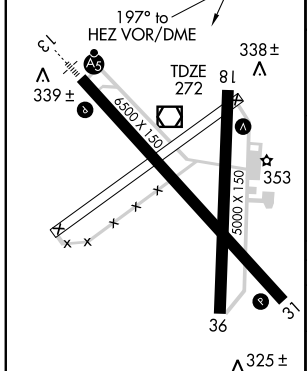
VOR RWY 18

NA Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

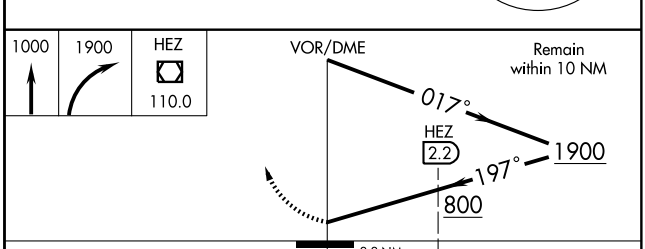
AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.97 299.6	122.8 (CTAF) L





HIRL Rwy 13-31
MIRL Rwy 18-36 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	800-1 528 (600-1)		800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1 528 (600-1)		800-1½ 528 (600-1½)	840-2 568 (600-2)
DME MINIMUMS				
S-18	700-1 428 (500-1)		700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	720-1 448 (500-1)	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3903
177°	TDZE	413
	Apt Elev	413

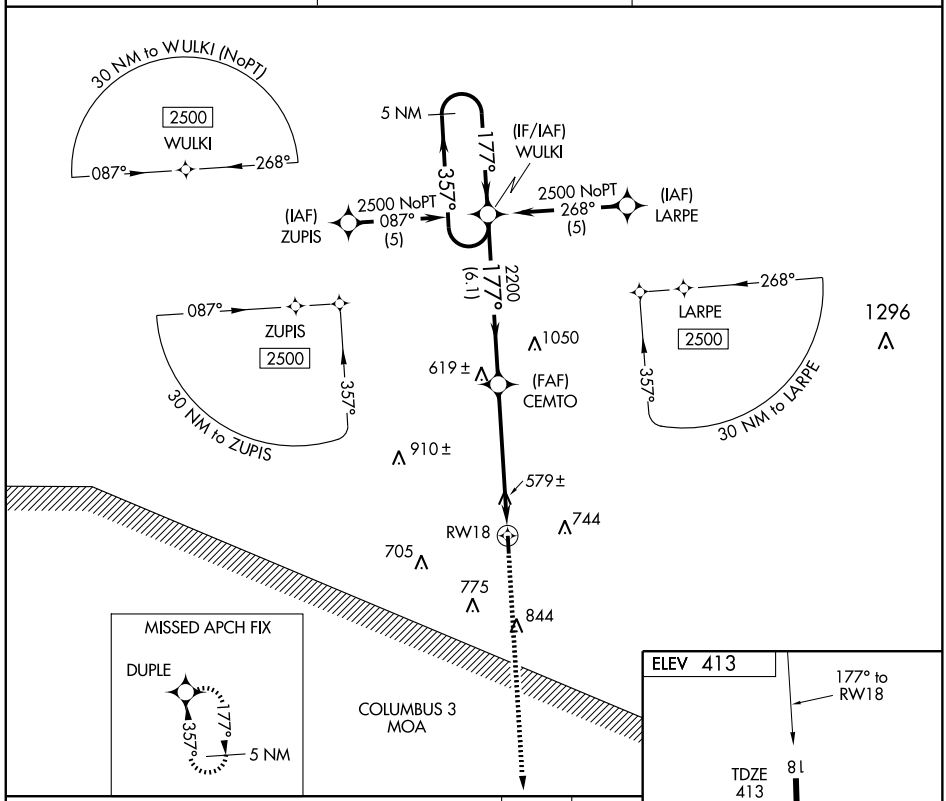
RNAV (GPS) RWY 18
NEW ALBANY-UNION CO (M72)

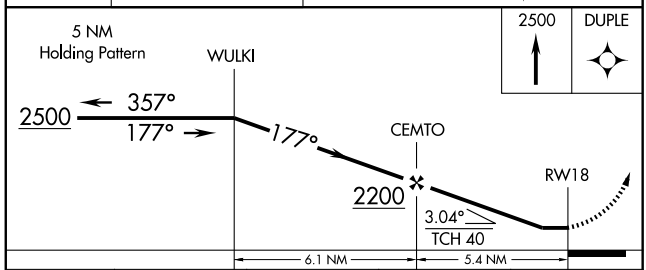
T NA

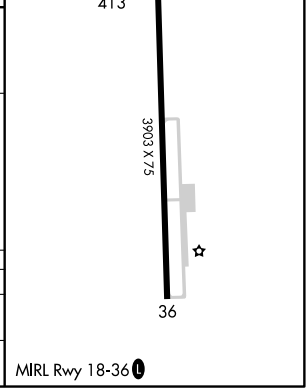
Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

TUPELO ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 487 (500-1)		900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1 527 (600-1)		940-1½ 527 (600-1½)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

NEW ALBANY, MISSISSIPPI

AL-10266 (FAA)

APP CRS	Rwy ldg	3903
357°	TDZE	413
	Apt Elev	413

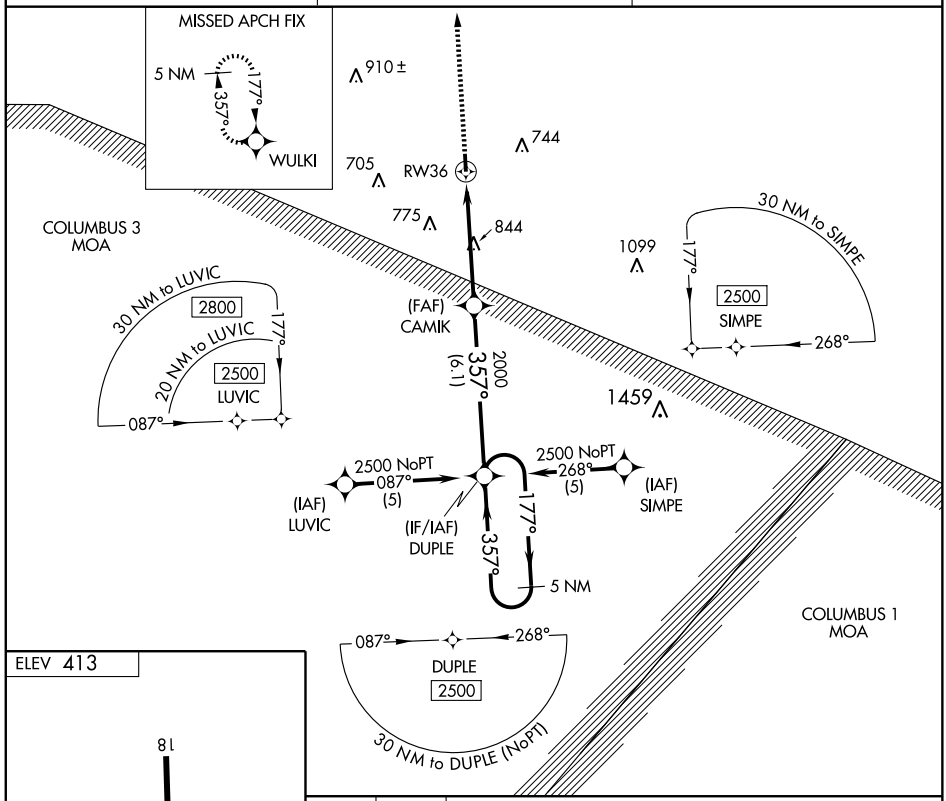
RNAV (GPS) RWY 36

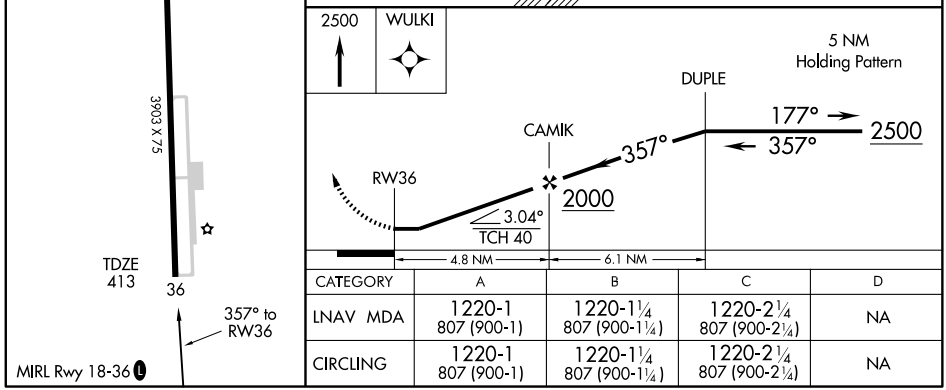
NEW ALBANY-UNION CO (M72)

Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUPELO ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3200
179°	TDZE	335
	Apt Elev	335

RNAV (GPS) RWY 18

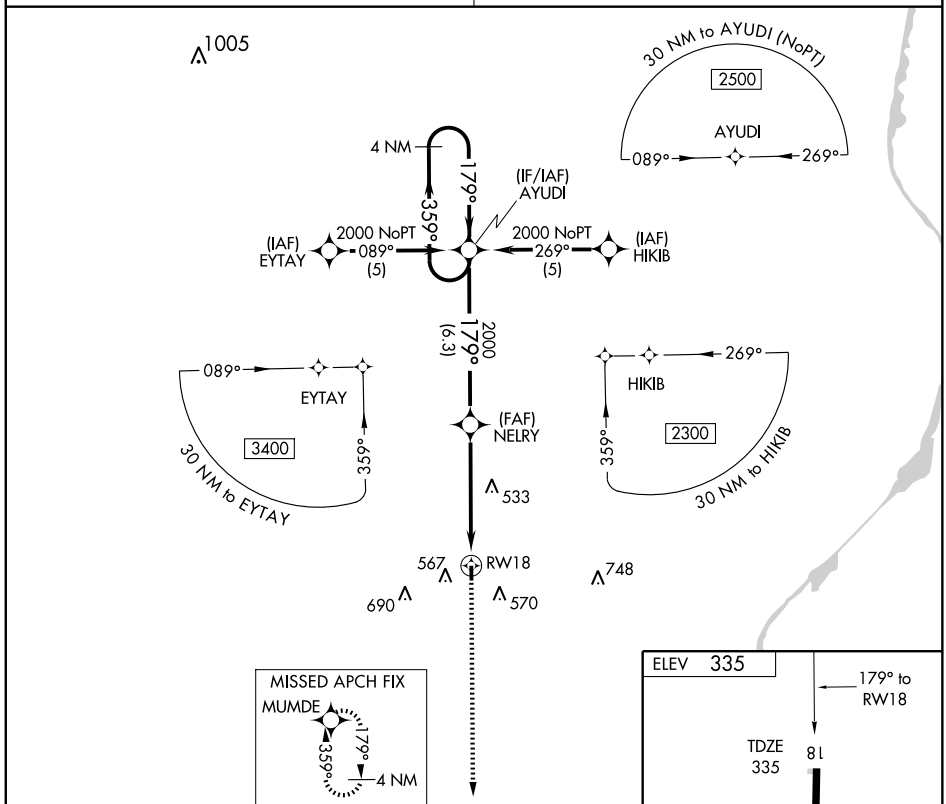
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

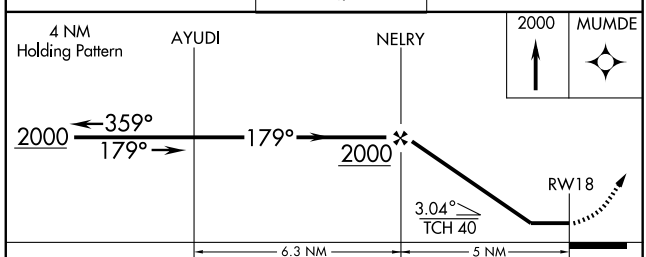
NA

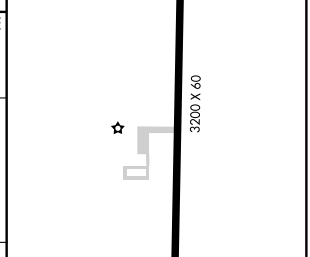
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	820-1 485 (500-1)		820-1¼ 485 (500-1¼)	NA
CIRCLING	920-1 585 (600-1)		920-1½ 585 (600-1½)	NA

MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS		
359°	Rwy ldg	3200
	TDZE	335
	Apt Elev	335

RNAV (GPS) RWY 36

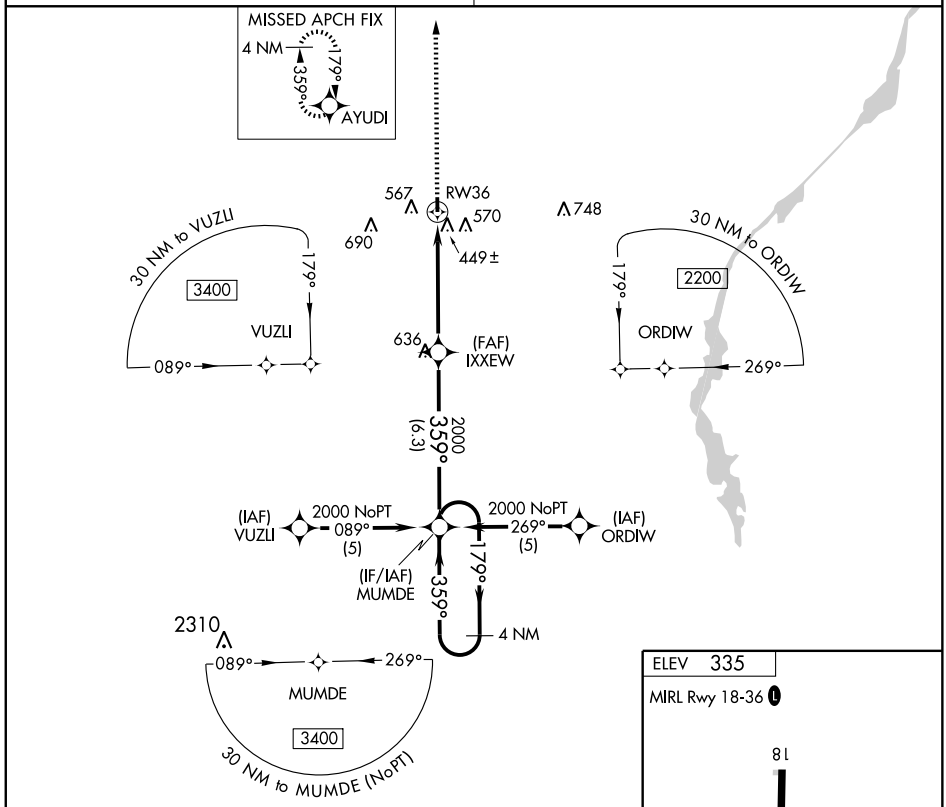
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

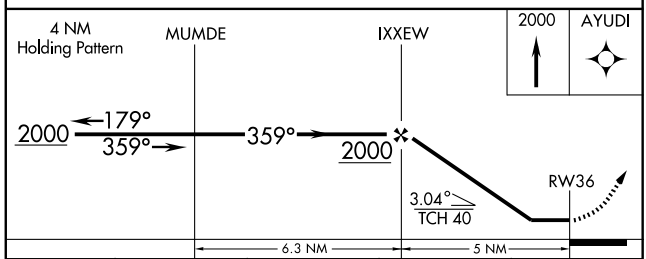
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

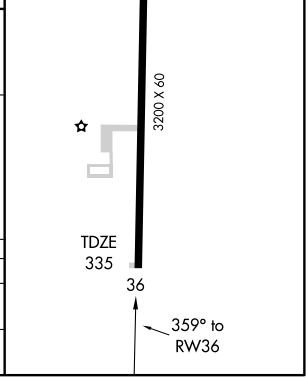
NA

MISSED APPROACH: Climb to 2000 direct AYUDI and hold.

COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	860-1 525 (600-1)		860-1½ 525 (600-1½)	NA
CIRCLING	920-1 585 (600-1)		920-1½ 585 (600-1½)	NA

LOC/DME I-OLV	APP CRS	Rwy ldg	6000
109.3	179°	TDZE	402
Chan 30		Apt Elev	402

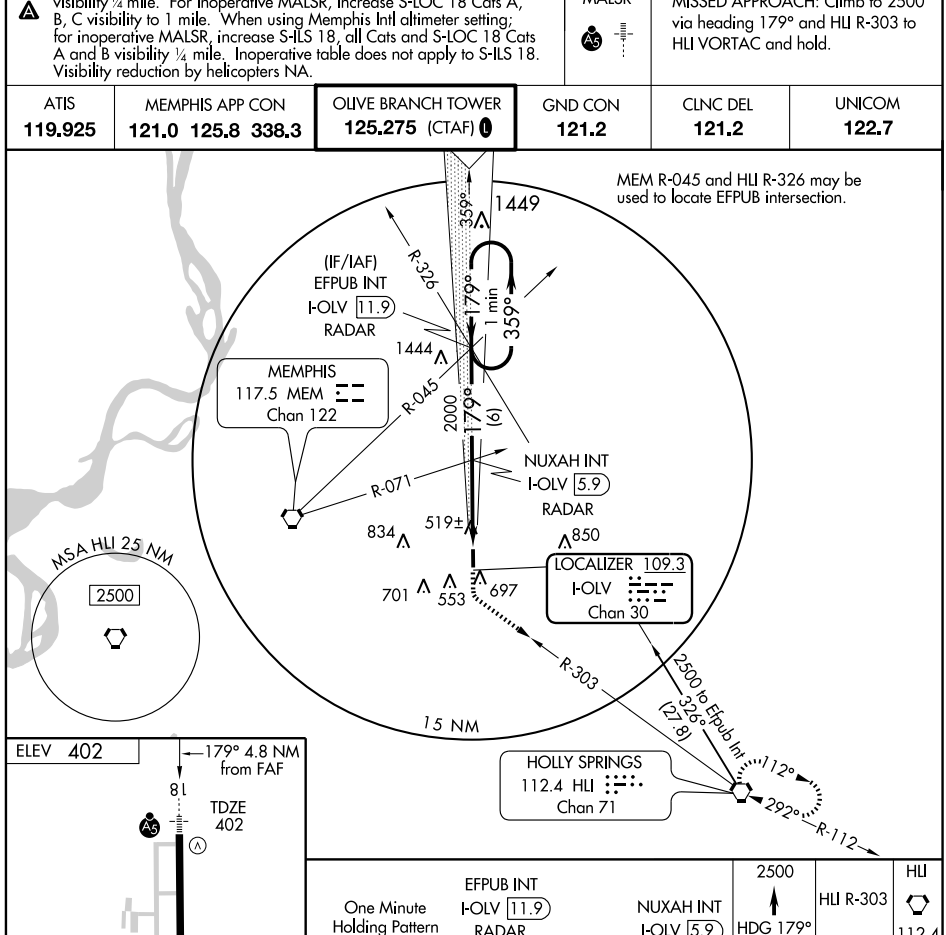
ILS or LOC RWY 18
OLIVE BRANCH (OLV)

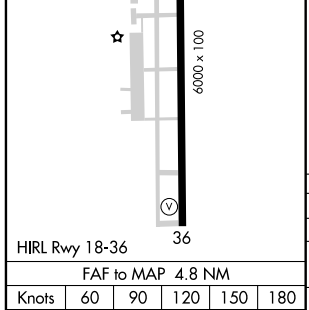
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR

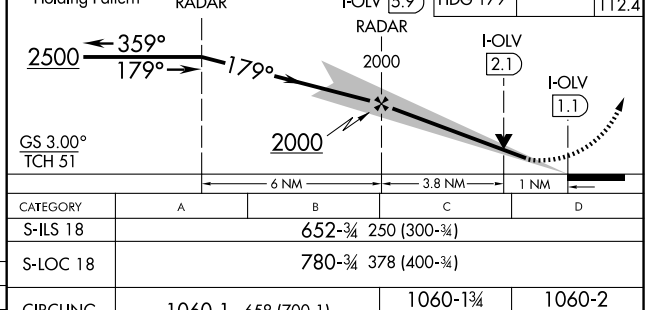
MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF)	121.2	121.2	122.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 18	652-¾ 250 (300-¾)			
S-LOC 18	780-¾ 378 (400-¾)			
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 61199 W18A	APP CRS 179°	Rwy ldg 6000 TDZE 402 Apt Elev 402

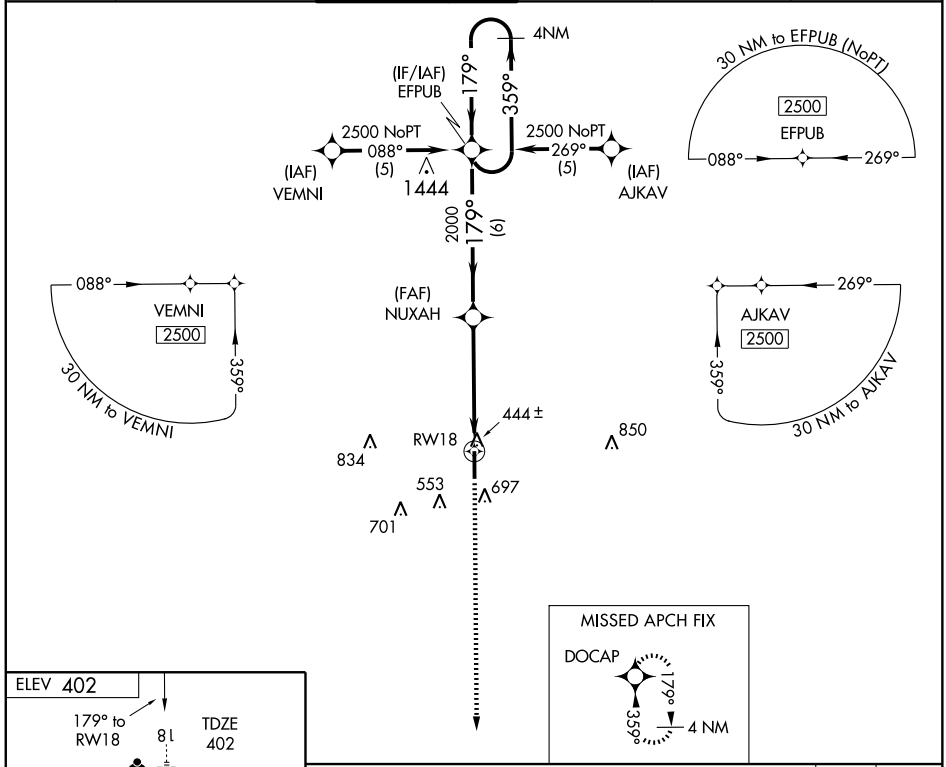
RNAV (GPS) RWY 18
OLIVE BRANCH (OLV)

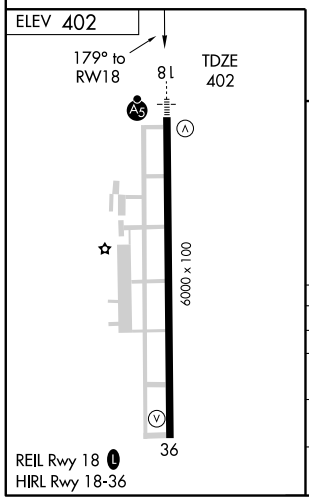
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting. BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

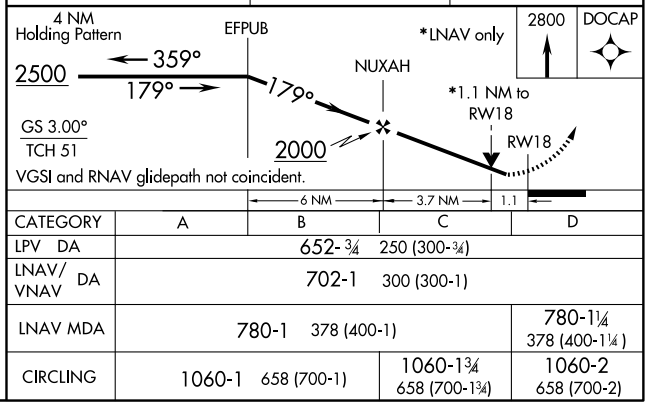
MALSR

MISSED APPROACH: Climb to 2800 direct DOCAP and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF)	121.2	121.2	122.7







CATEGORY	A	B	C	D
LPV DA	652-¾ 250 (300-¾)			
LNAV/VNAV DA	702-1 300 (300-1)			
LNAV MDA	780-1 378 (400-1)			780-1¼ 378 (400-1¼)
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

APP CRS	Rwy ldg	6000
359°	TDZE	401
	Apt Elev	402

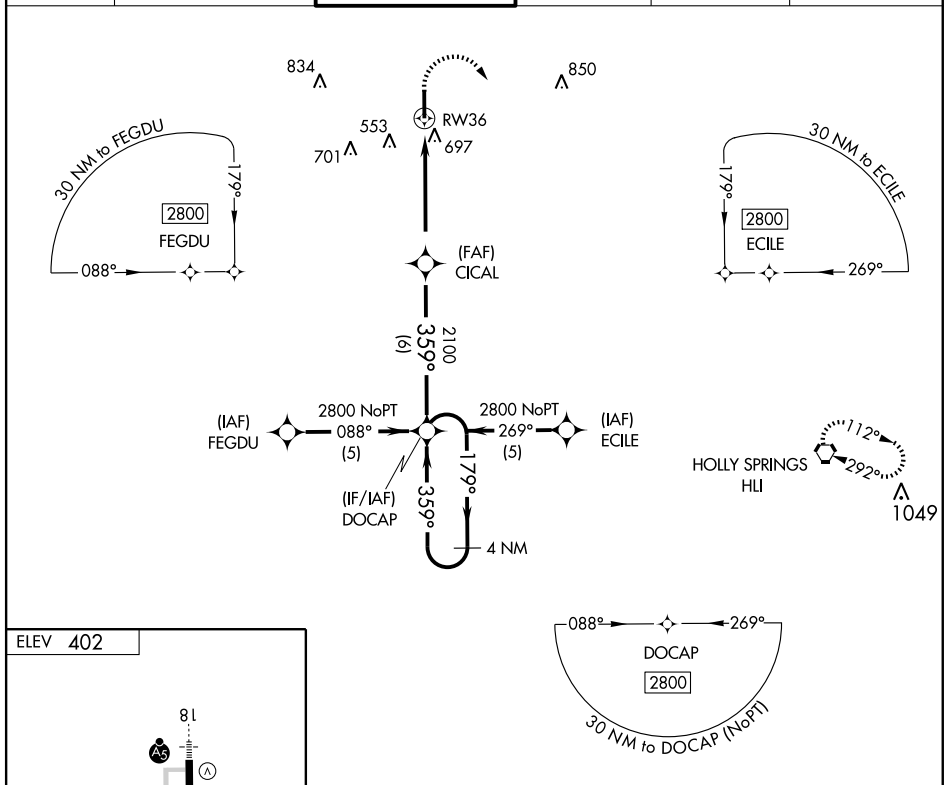
RNAV (GPS) RWY 36
OLIVE BRANCH (OLV)

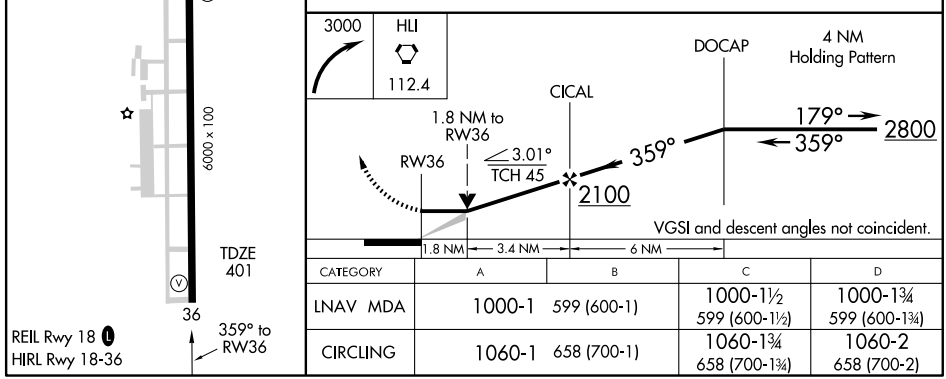
NA

If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP NA with Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) L	121.2	121.2	122.7





CATEGORY	A	B	C	D
LNAV MDA	1000-1 599 (600-1)		1000-1½ 599 (600-1½)	1000-1¾ 599 (600-1¾)
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

LOC I-UVD	APP CRS	Rwy ldg	5600
111.7	090°	TDZE	418
		Apt Elev	452

LOC RWY 9

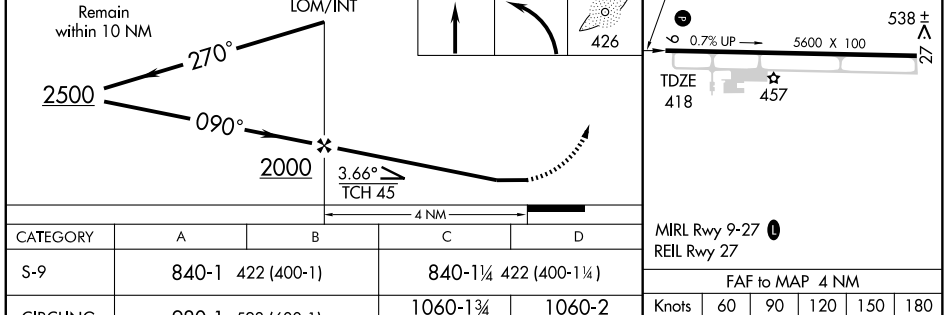
OXFORD/ UNIVERSITY-OXFORD (UOX)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L

ADF REQUIRED



MIRL Rwy 9-27 L
REIL Rwy 27

CATEGORY	A	B	C	D
S-9	840-1 422 (400-1)		840-1¼ 422 (400-1¼)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 77800 W09A	APP CRS 090°	Rwy ldg 5600 TDZE 418 Apt Elev 452

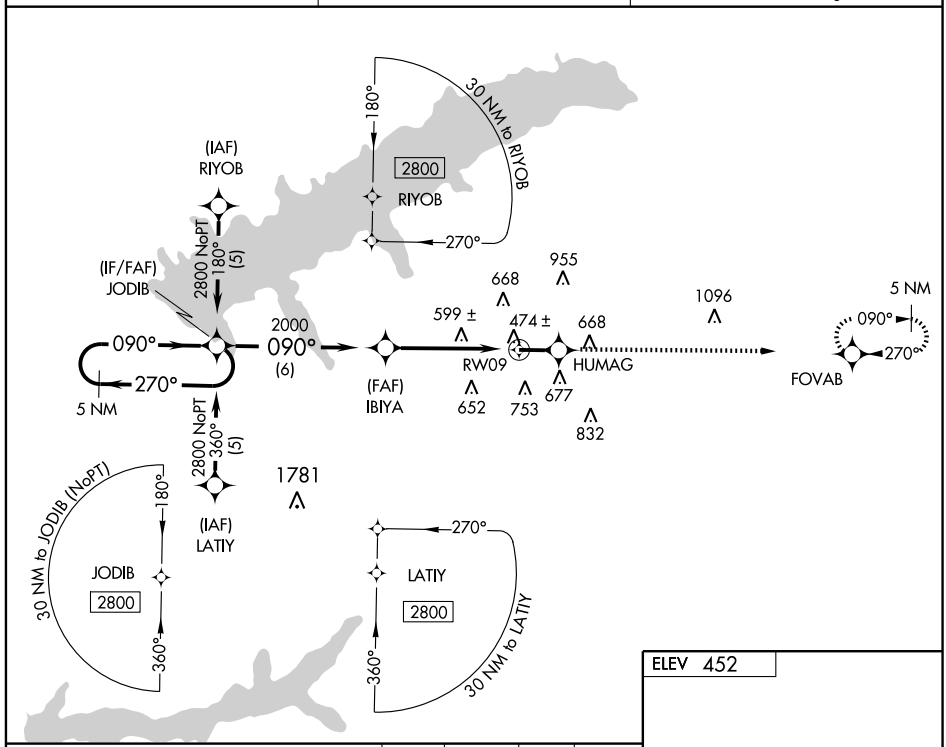
RNAV (GPS) RWY 9
OXFORD/ UNIVERSITY-OXFORD (UOX)

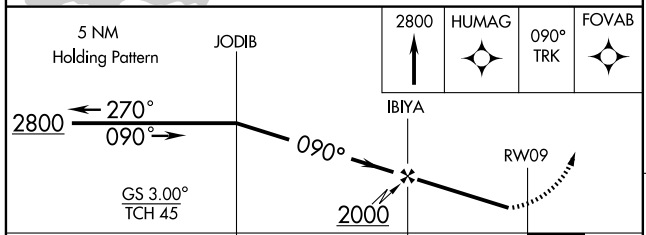
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

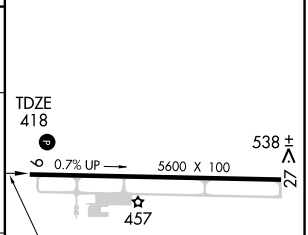
NA

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/ VNAV DA	876-1¾ 458 (500-1¾)			
LNAV MDA	920-1 502 (500-1)		920-1½ 502 (500-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

APP CRS	Rwy ldg	5600
270°	TDZE	452
	Apt Elev	452

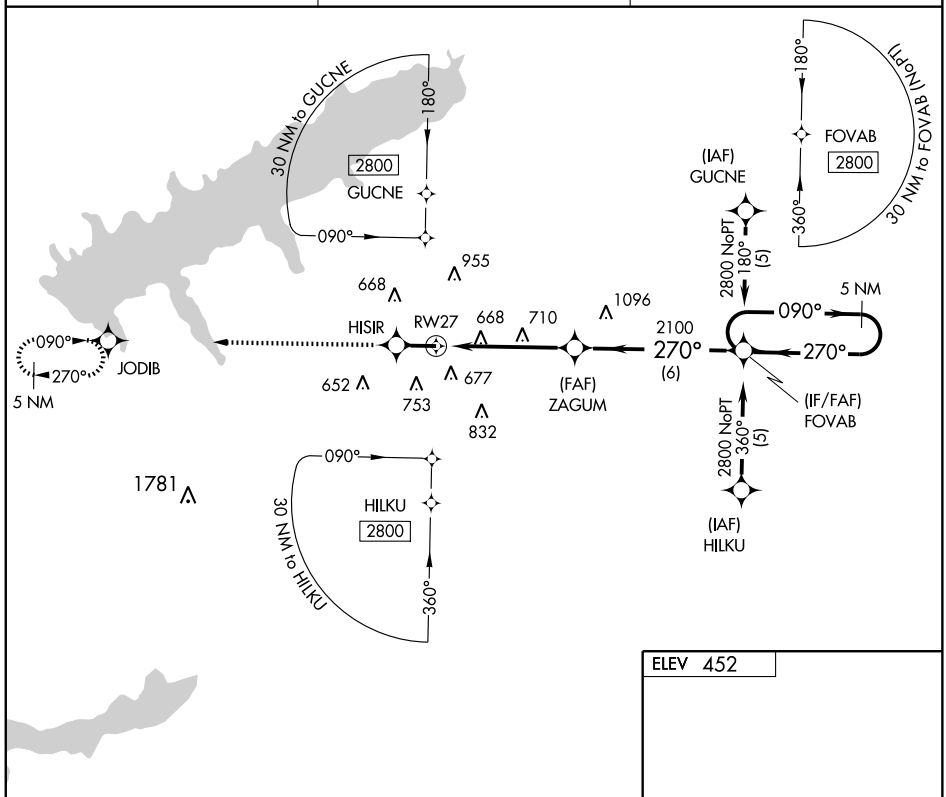
RNAV (GPS) RWY 27
OXFORD/ UNIVERSITY-OXFORD (UOX)

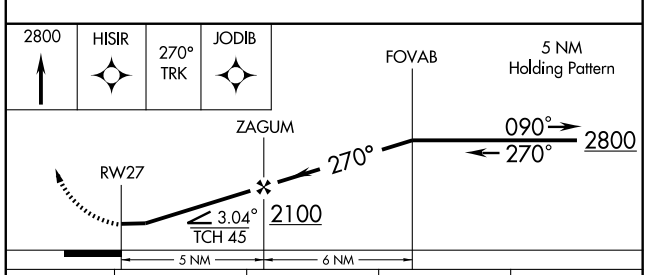
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

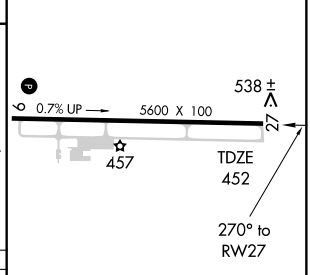
NA

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 508 (600-1)		960-1½ 508 (600-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC HLI 112.4 Chan 71	APP CRS 182°	Rwy ldg N/A TDZE N/A Apt Elev 452

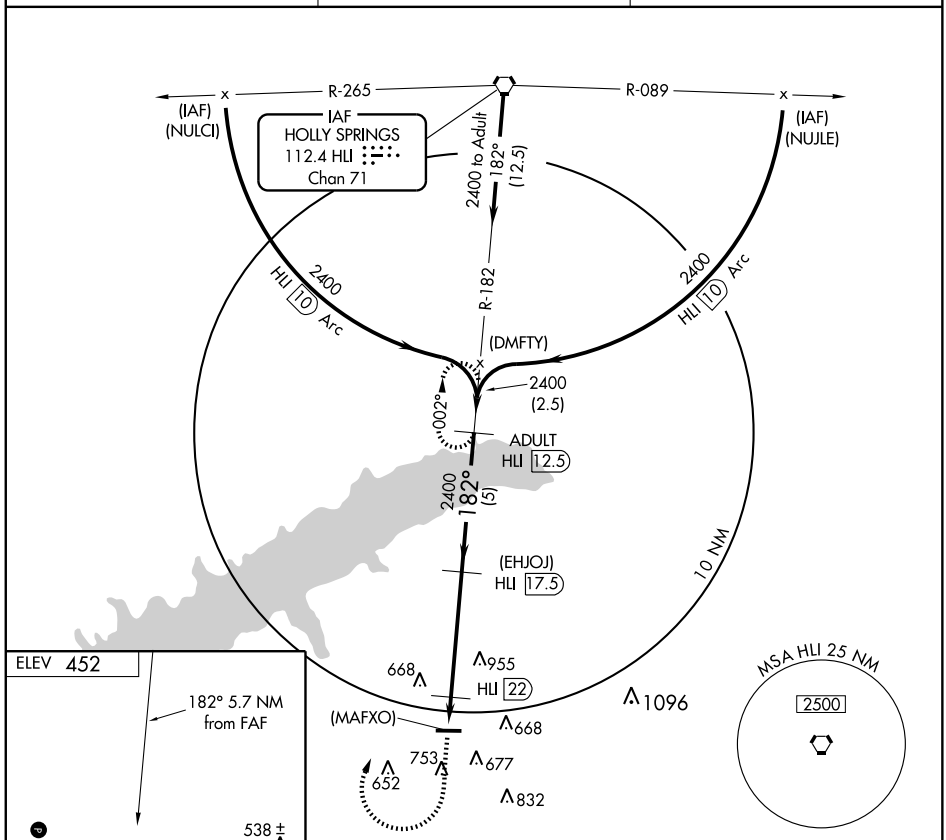
VOR/DME or GPS-A

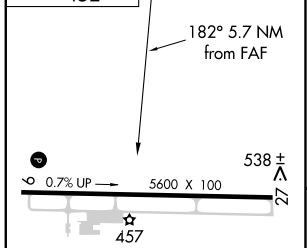
OXFORD/ UNIVERSITY-OXFORD (UOX)

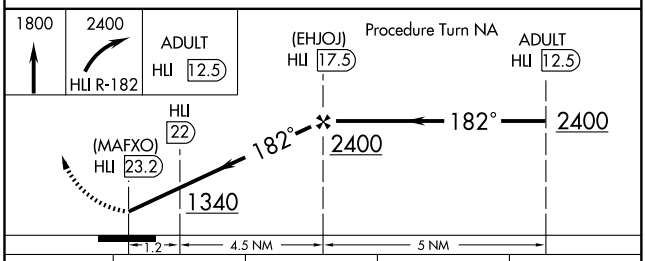
NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1240-1 788 (800-1)	1240-1¼ 788 (800-1¼)	1240-2¼ 788 (800-2¼)	1240-2½ 788 (800-2½)

MIRL Rwy 9-27 L
REIL Rwy 27

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC I-PQL	APP CRS	Rwy ldg	6500
110.1	165°	TDZE	17
		Apt Elev	17

ILS or LOC RWY 17

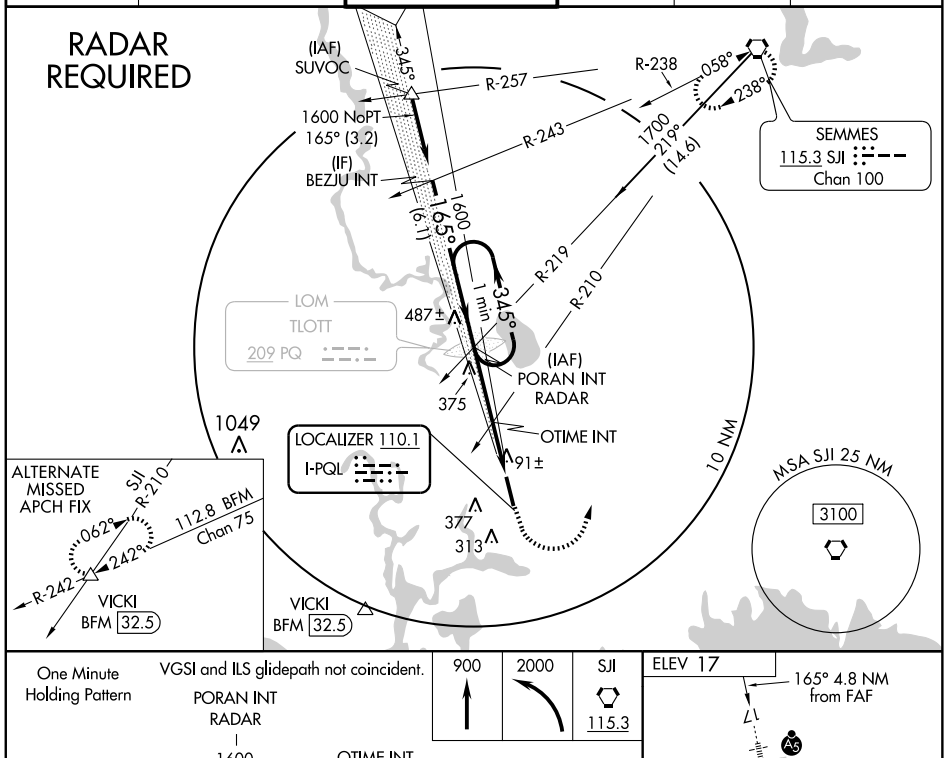
PASCAGOULA/TRENT LOTT INTL (PQL)

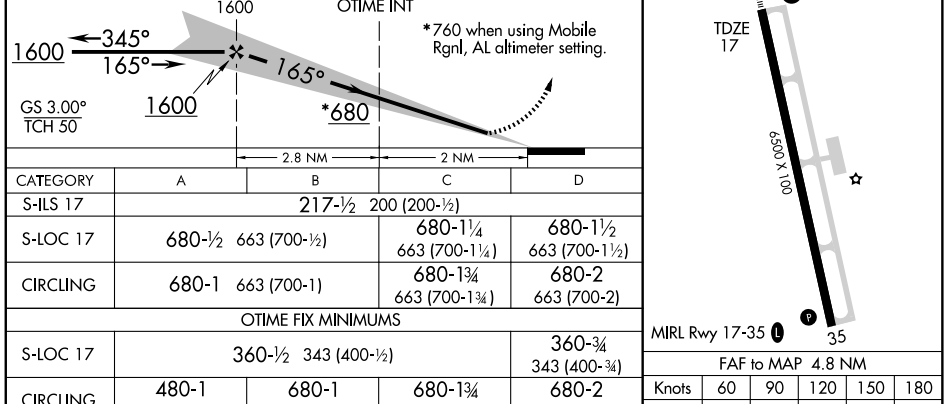
If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON *	TRENT LOTT TOWER *	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8





CATEGORY	A	B	C	D
S-ILS 17	217-½ 200 (200-½)			
S-LOC 17	680-½ 663 (700-½)		680-1¼ 663 (700-1¼)	680-1½ 663 (700-1½)
CIRCLING	680-1 663 (700-1)		680-1¾ 663 (700-1¾)	680-2 663 (700-2)
OTIME FIX MINIMUMS				
S-LOC 17	360-½ 343 (400-½)			360-¾ 343 (400-¾)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 58204 W17A	APP CRS 165°	Rwy ldg 6500 TDZE 17 Apt Elev 17

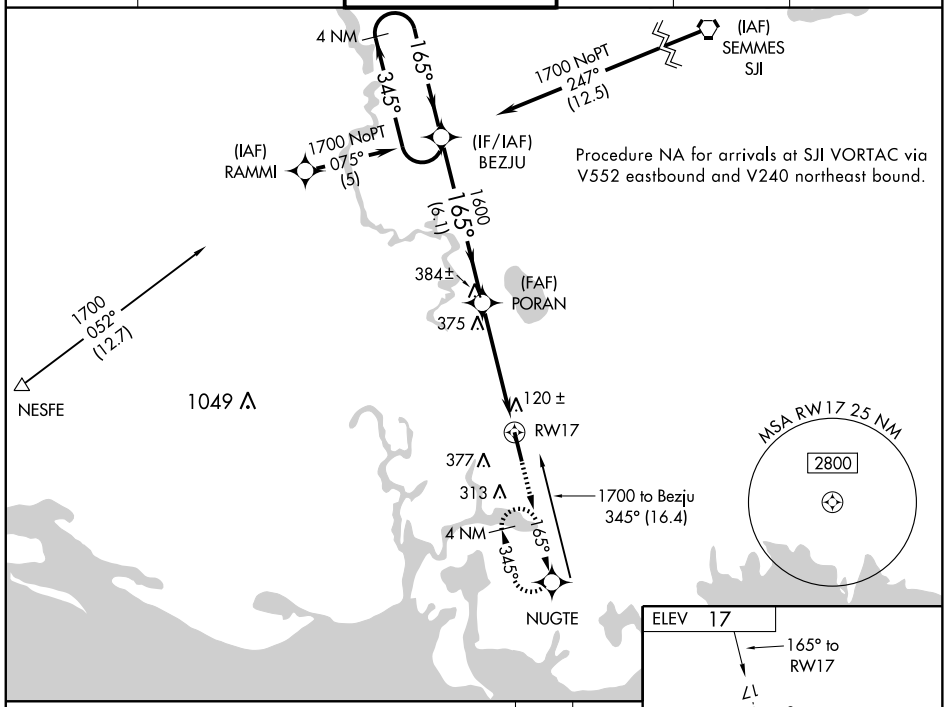
RNAV (GPS) RWY 17
PASCAGOULA/TRENT LOTT INTL (PQL)

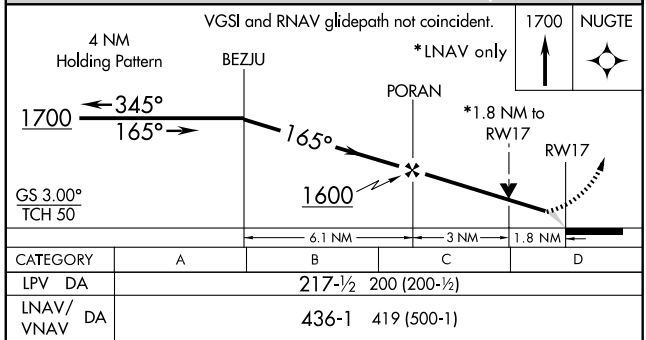
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

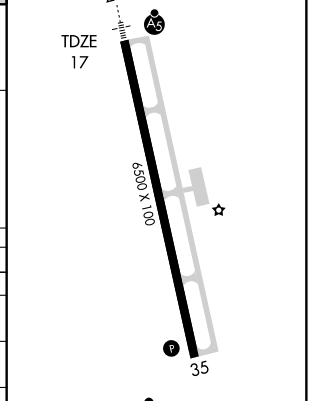
MALSR

MISSED APPROACH: Climb to 1700 direct NUGTE and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
LPV DA	217-½ 200 (200-½)			
LNAV/VNAV DA	436-1 419 (500-1)			
LNAV MDA	640-½ 623 (700-½)		640-1¼ 623 (700-1¼)	640-1½ 623 (700-1½)
CIRCLING	640-1 623 (700-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72904 W35A	APP CRS 345°	Rwy ldg 6500 TDZE 17 Apt Elev 17

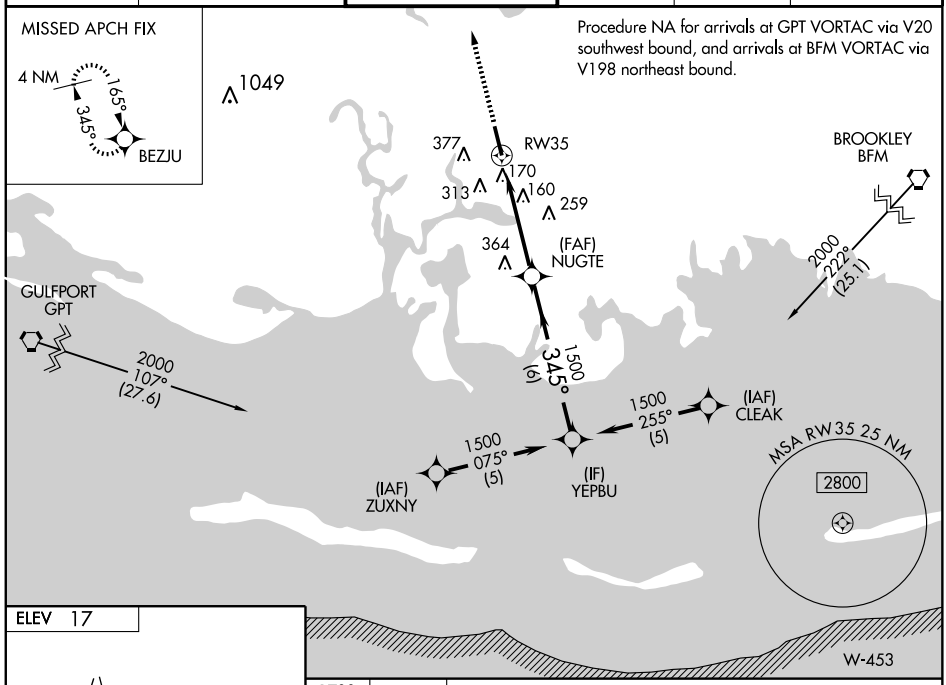
RNAV (GPS) RWY 35

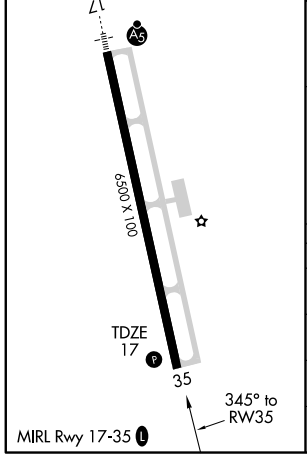
PASCAGOULA/TRENT LOTT INTL (PQL)

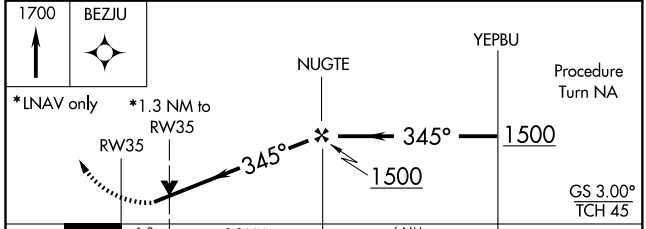
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
LPV DA	323-1 306 (400-1)			
LNAV/VNAV DA	598-2 581 (600-2)			
LNAV MDA	480-1 463 (500-1)		480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC SJI 115.3 Chan 100	APP CRS 204°	Rwy ldg N/A TDZE N/A Apt Elev 17

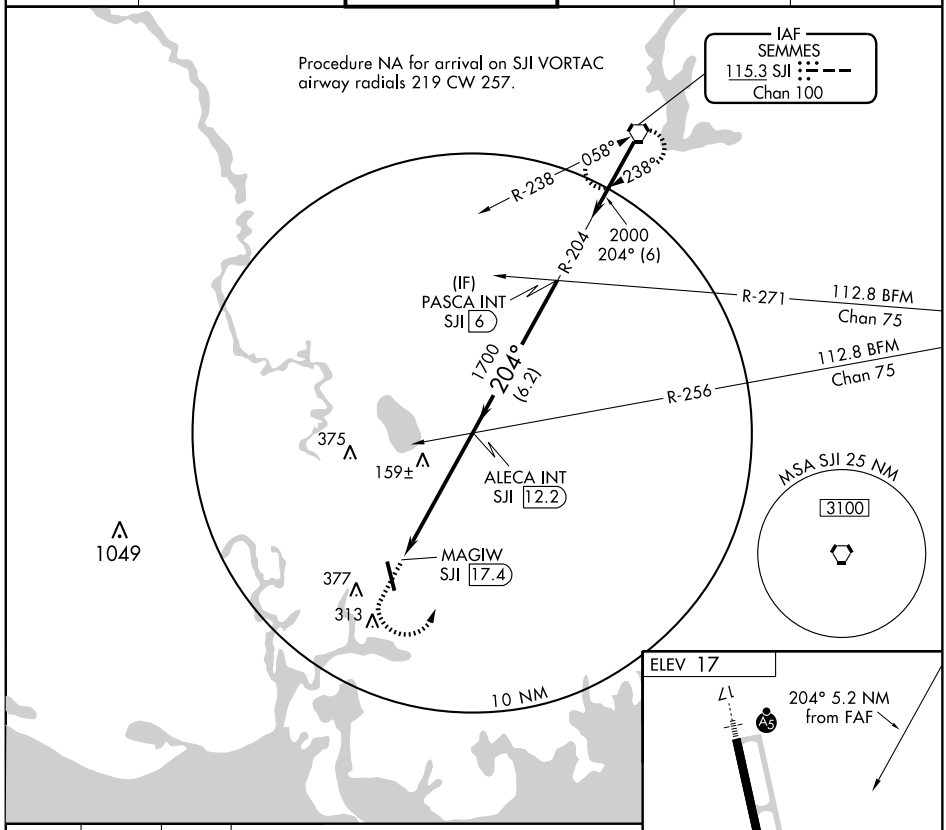
VOR-A

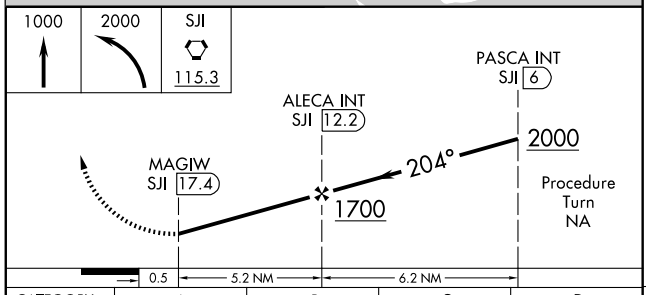
PASCAGOULA/TRENT LOTT INTL (PQL)

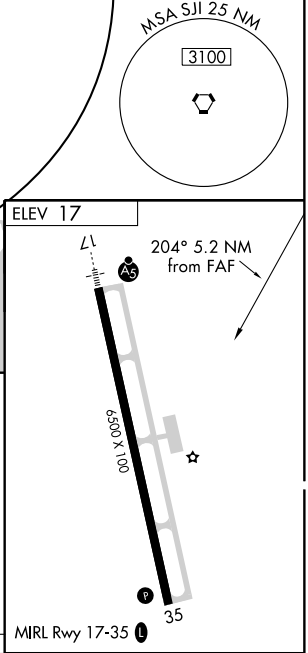
If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
CIRCLING	700-1 683 (700-1)		700-2 683 (700-2)	700-2¼ 683 (700-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 14 JAN 2010 to 11 FEB 2010

NDB MPE	APP CRS	Rwy ldg	5001
219	180°	TDZE	454
		Apt Elev	458

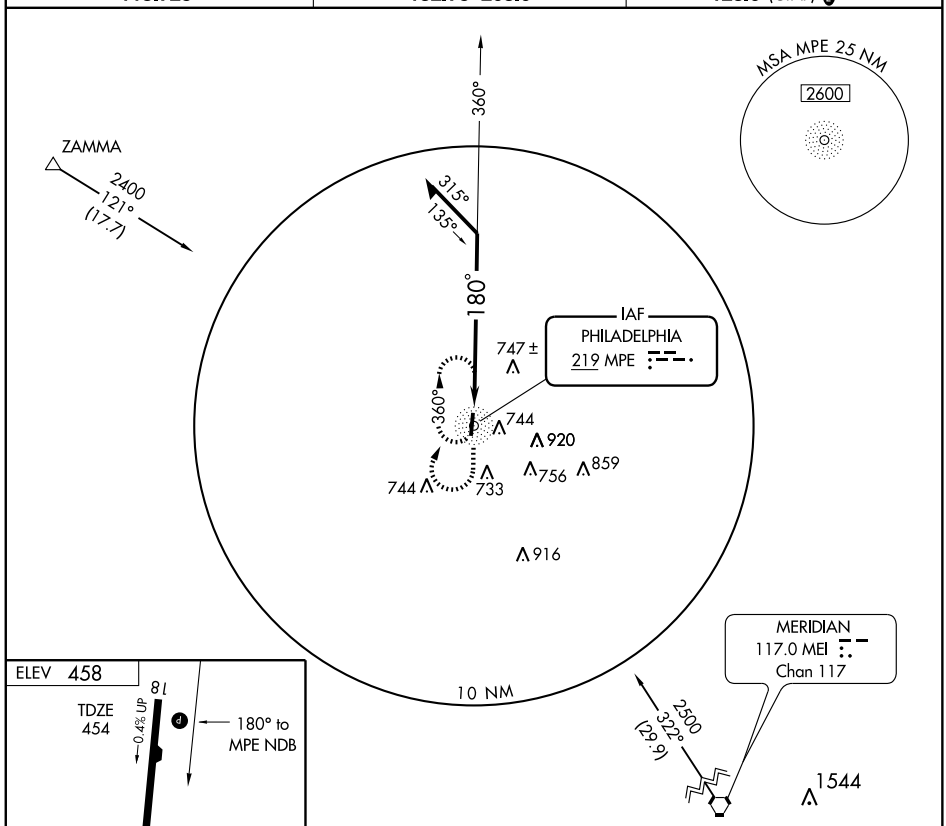
NDB RWY 18
PHILADELPHIA MUNI (MPE)

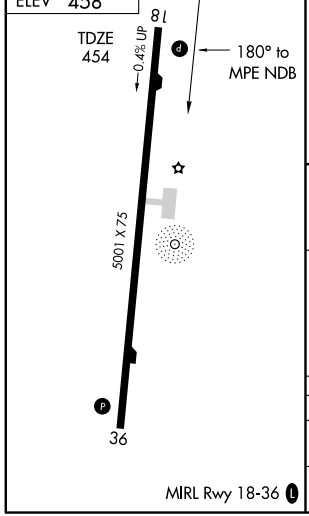
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

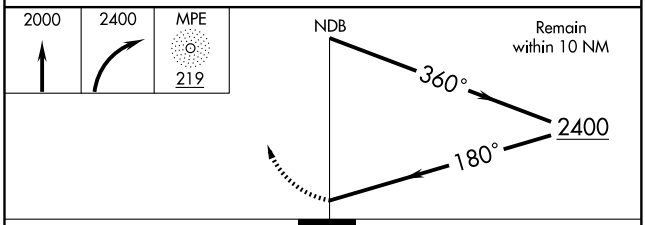
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1100-1 646 (700-1)		1100-1¾ 646 (700-1¾)	NA
CIRCLING	1100-1 642 (700-1)		1100-1¾ 642 (700-1¾)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

NDB MPE	APP CRS	Rwy ldg	5001
219	015°	TDZE	458
		Apt Elev	458

NDB RWY 36

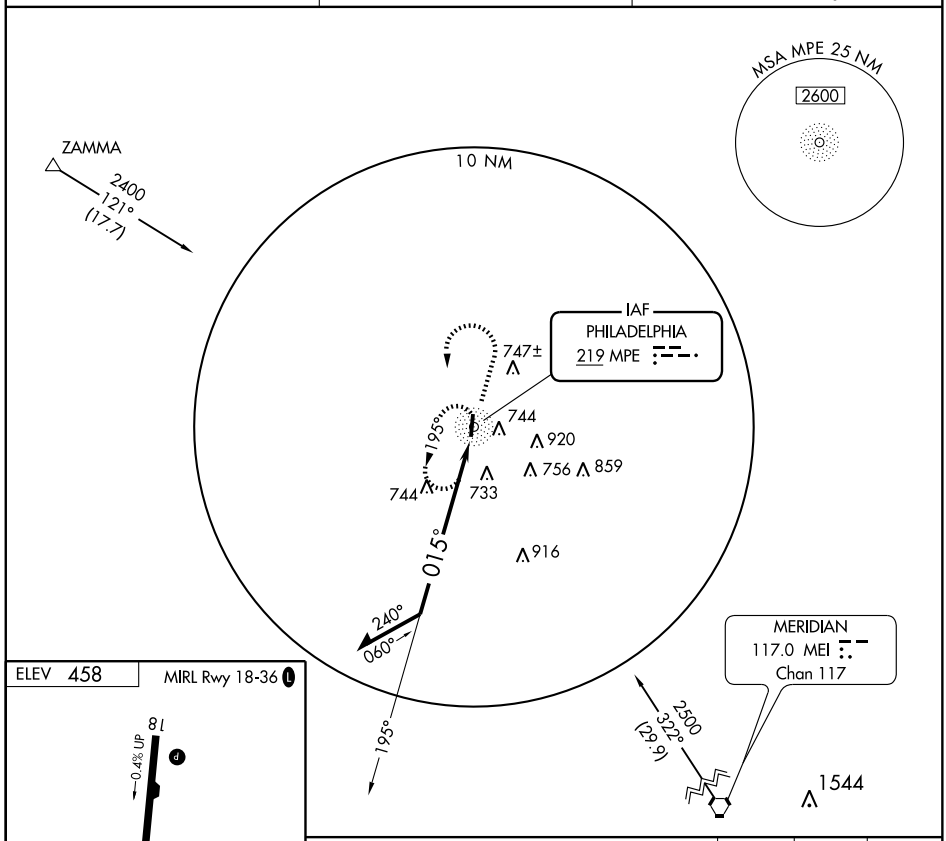
PHILADELPHIA MUNI (MPE)

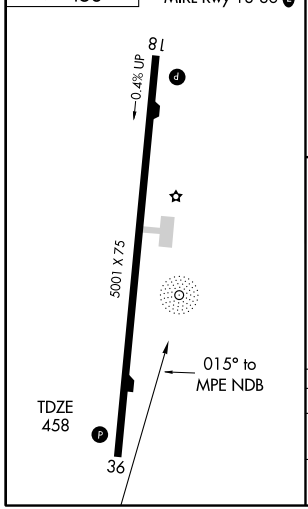
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

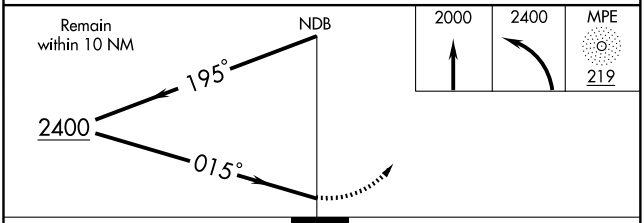
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1140-1	682 (700-1)	1140-2 682 (700-2)	NA
CIRCLING	1140-1	682 (700-1)	1140-2 682 (700-2)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

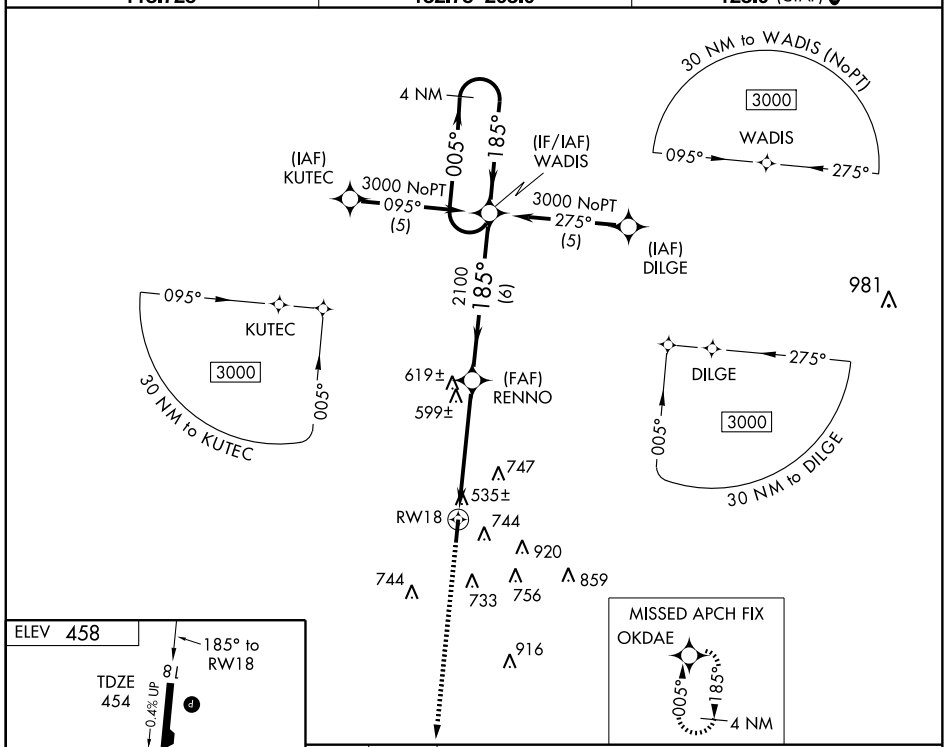
WAAS CH 78115 W18A	APP CRS 185°	Rwy ldg 5001 TDZE 454 Apt Elev 458

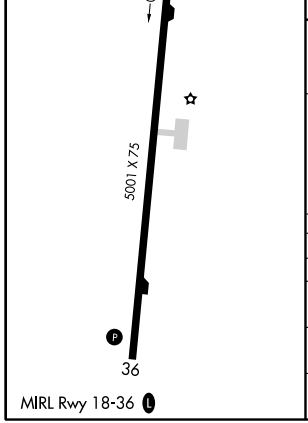
RNAV (GPS) RWY 18
PHILADELPHIA MUNI (MPE)

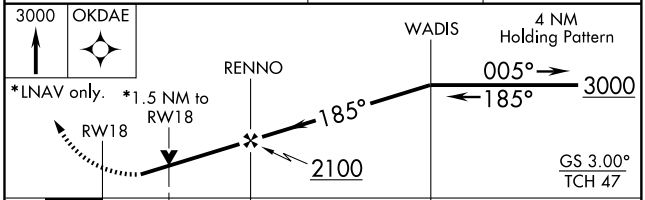
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct OKDAE and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	774-1¼ 320 (400-1¼)			
LNAV/VNAV DA	850-1½ 396 (400-1½)			
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

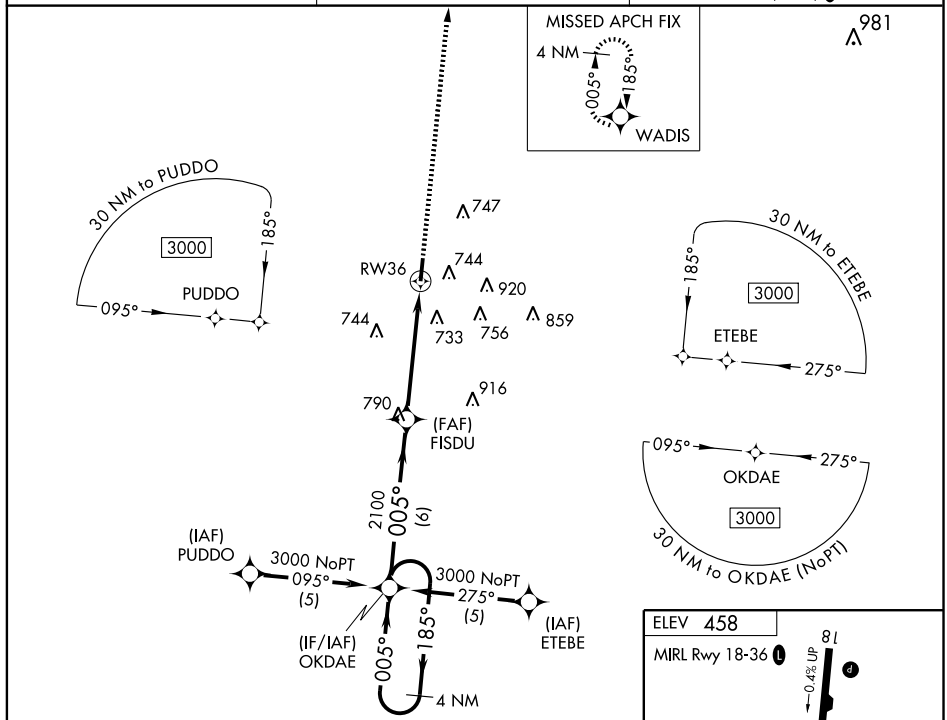
WAAS CH **48915** **W36A**	APP CRS **005°**	Rwy ldg **5001** TDZE **458** Apt Elev **458**

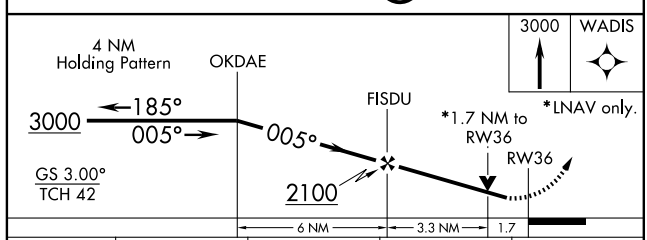
RNAV (GPS) RWY 36
PHILADELPHIA MUNI (MPE)

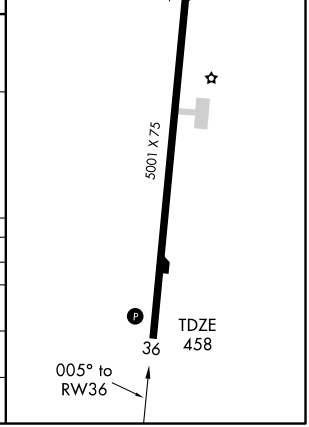
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct WADIS and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	**132.75 263.0**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	838-1¼ 380 (400-1¼)			
LNAV/VNAV DA	1107-2¼ 649 (700-2¼)			
LNAV MDA	1040-1 582 (600-1)		1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

WAAS CH 99310 W18A	APP CRS 179°	Rwy ldg 5000 TDZE 55 Apt Elev 55

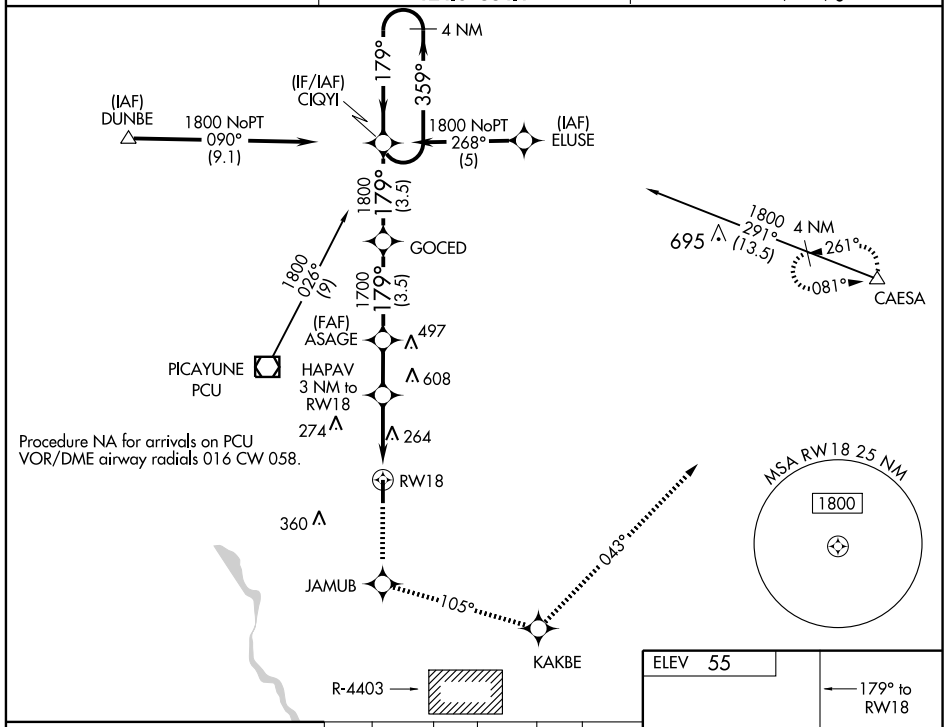
RNAV (GPS) RWY 18

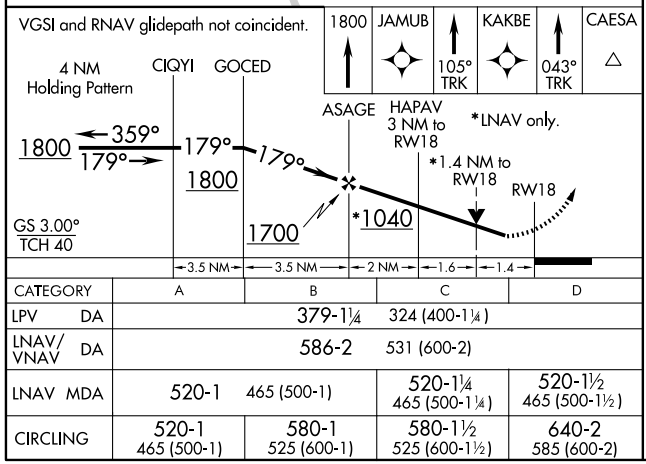
PICAYUNE MUNI (MJD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA, Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

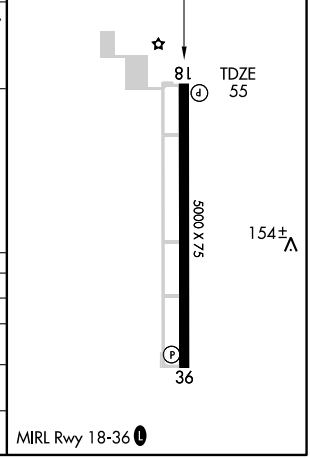
MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

AWOS-3	GULFPORT APP CON	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	379-1¼ 324 (400-1¼)			
LNAV/VNAV DA	586-2 531 (600-2)			
LNAV MDA	520-1 465 (500-1)		520-1¼ 465 (500-1¼)	520-1½ 465 (500-1½)
CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)



SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42909 W36A	APP CRS 359°	Rwy ldg 5000 TDZE 54 Apt Elev 55

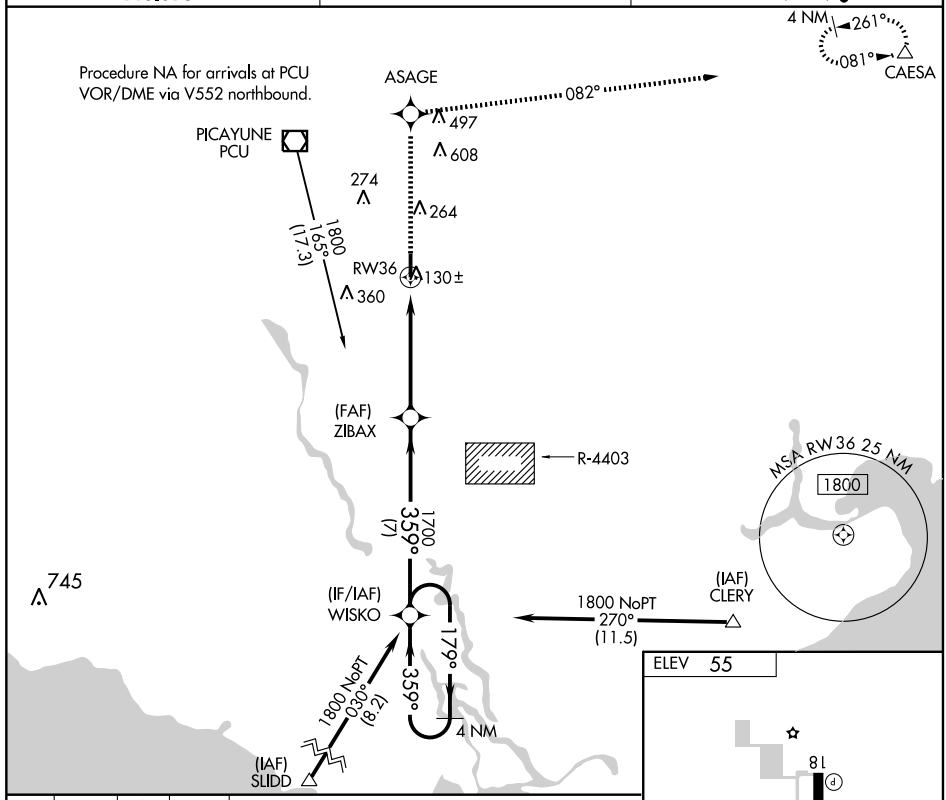
RNAV (GPS) RWY 36

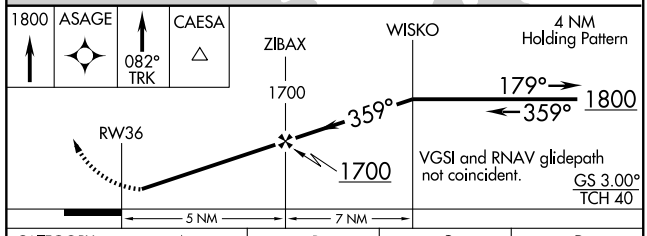
PICAYUNE MUNI (MJD)

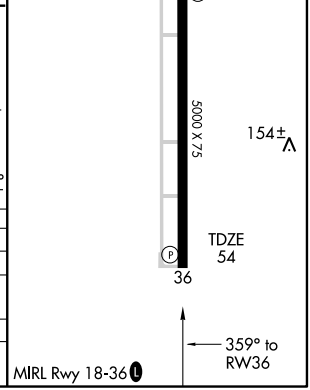
Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

AWOS-3	GULFPORT APP CON	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	304-1		250 (300-1)	
LNAV/VNAV DA	400-1¼		346 (400-1¼)	
LNAV MDA	380-1		326 (400-1)	
CIRCLING	460-1 405 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME PCU	APP CRS	Rwy ldg	5000
112.2	132°	TDZE	N/A
Chan 59		Apt Elev	56

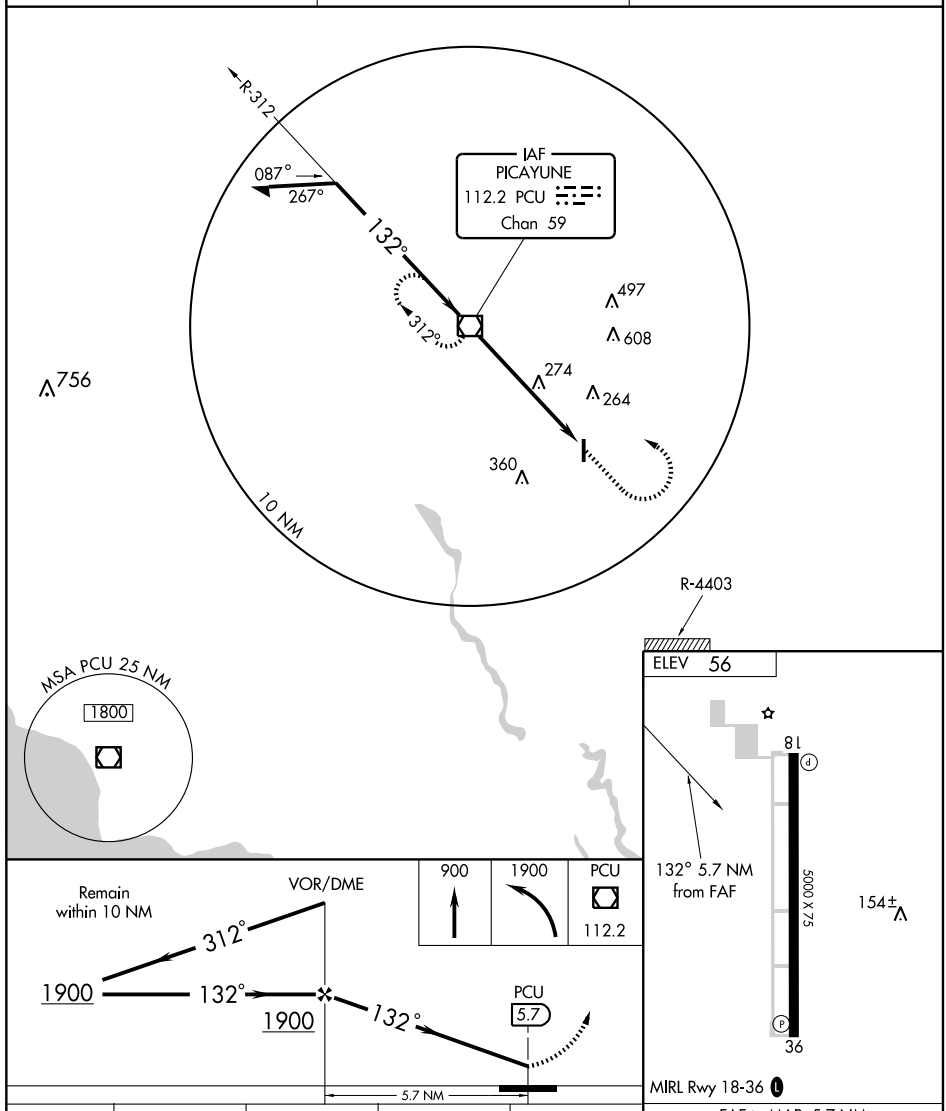
VOR-A
PICAYUNE MUNI (MJD)

NA

Use Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3	GULFPORT APP CON	UNICOM
119.075	124.6 354.1	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	540-1 484 (500-1)	600-1 544 (600-1)	600-1½ 544 (600-1½)	620-2 564 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 90408 W12A	APP CRS 123°	Rwy ldg 3197 TDZE 455 Apt Elev 455

RNAV (GPS) RWY 12

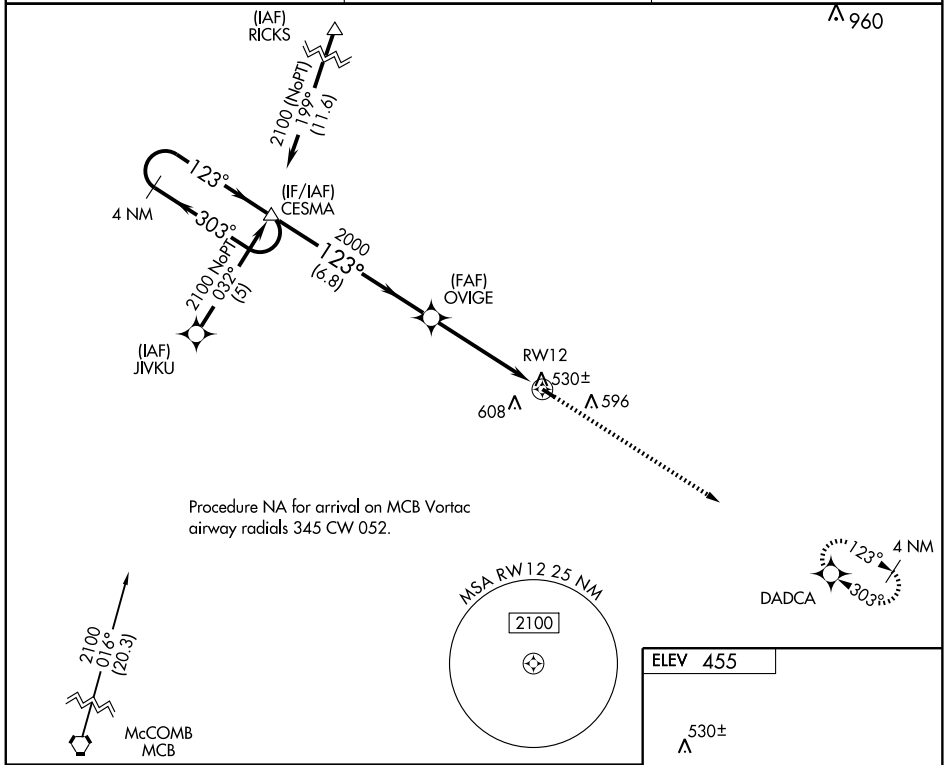
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

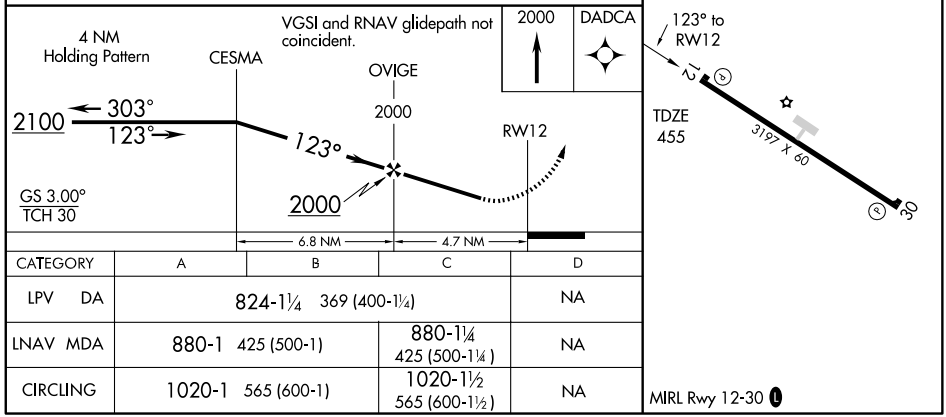
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) 121.9 L





CATEGORY	A	B	C	D
LPV DA	824-1¼ 369 (400-1¼)			NA
LNAV MDA	880-1 425 (500-1)		880-1¼ 425 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 61208 W30A	APP CRS 303°	Rwy ldg 3197 TDZE 455 Apt Elev 455

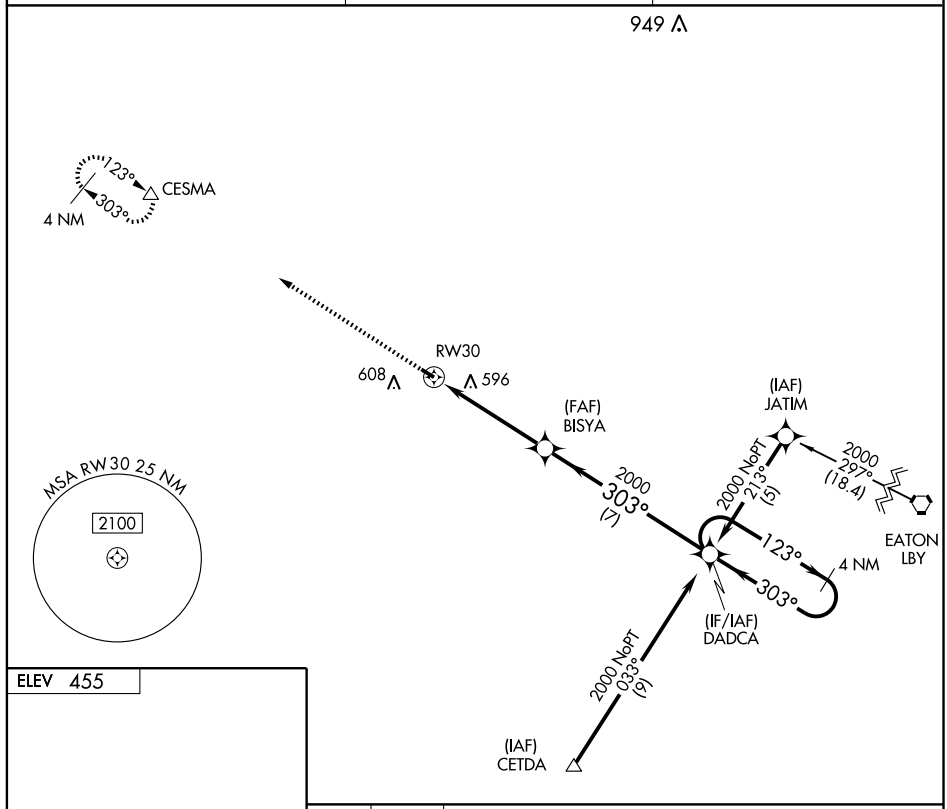
RNAV (GPS) RWY 30
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

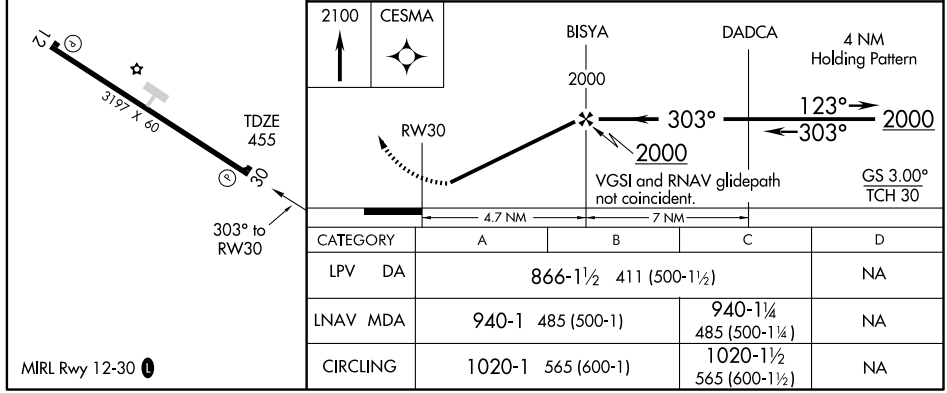
NA

MISSED APPROACH: Climb to 2100 direct CESMA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) 121.9 L



ELEV 455



CATEGORY	A	B	C	D
LPV DA	866-1½ 411 (500-1½)			NA
LNAV MDA	940-1 485 (500-1)		940-1¼ 485 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 L

NDB RYB	APP CRS	Rwy ldg	5501
375	131°	TDZE	243
		Apt Elev	246

NDB RWY 12

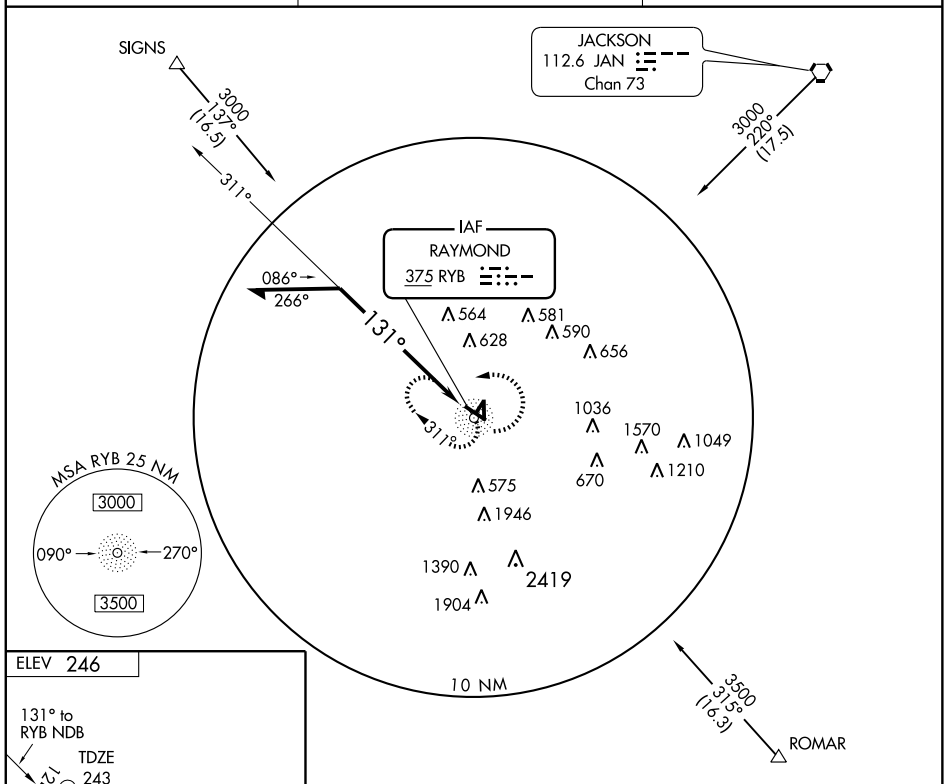
RAYMOND/ JOHN BELL WILLIAMS (M16)

Use Jackson altimeter setting.

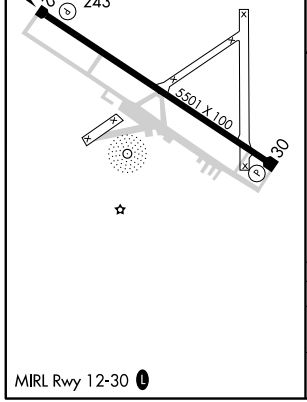
NA

MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

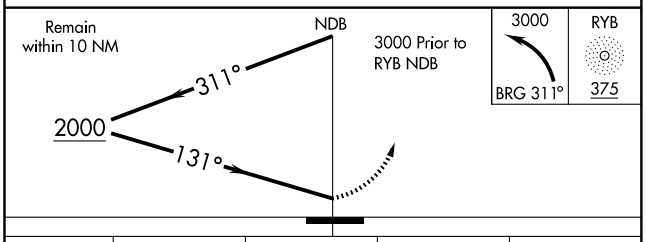
AWOS-3	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L



CAUTION: Numerous towers north, east and south of airport.



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-12	940-1	697 (700-1)	940-2 697 (700-2)	940-2¼ 697 (700-2¼)
CIRCLING	940-1	694 (700-1)	940-2 694 (700-2)	1060-2¾ 814 (900-2¾)

SC-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50205 W12A	APP CRS 120°	Rwy ldg 5501 TDZE 244 Apt Elev 247

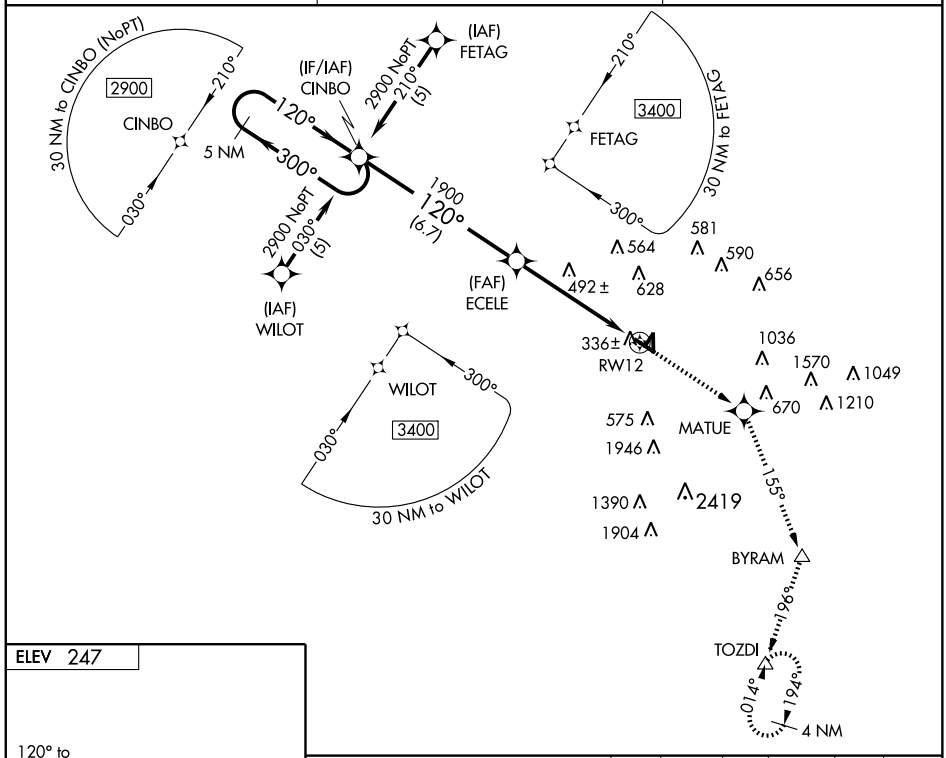
RNAV (GPS) RWY 12

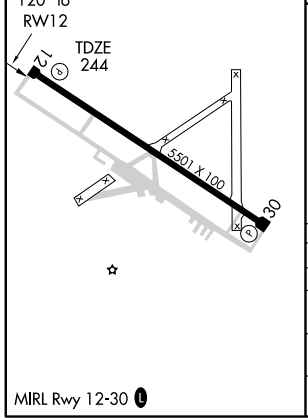
RAYMOND/JOHN BELL WILLIAMS (M16)

Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

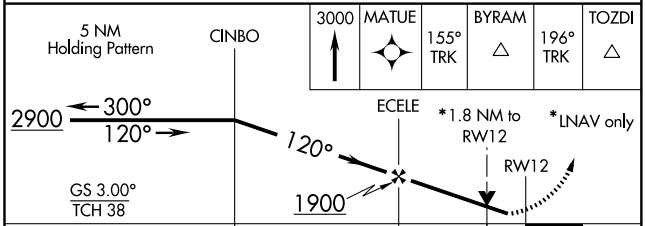
MISSED APPROACH: Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

AWOS-3	JACKSON APP CON★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L





MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	516-1 272 (300-1)			
LNAV/VNAV DA	770-2 526 (600-2)			
LNAV MDA	840-1 596 (600-1)		840-1½ 596 (600-1½)	840-1¾ 596 (600-1¾)
CIRCLING	840-1 593 (600-1)		840-1½ 593 (600-1½)	1060-2¾ 813 (900-2¾)

SC-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5501
301°	TDZE	247
	Apt Elev	247

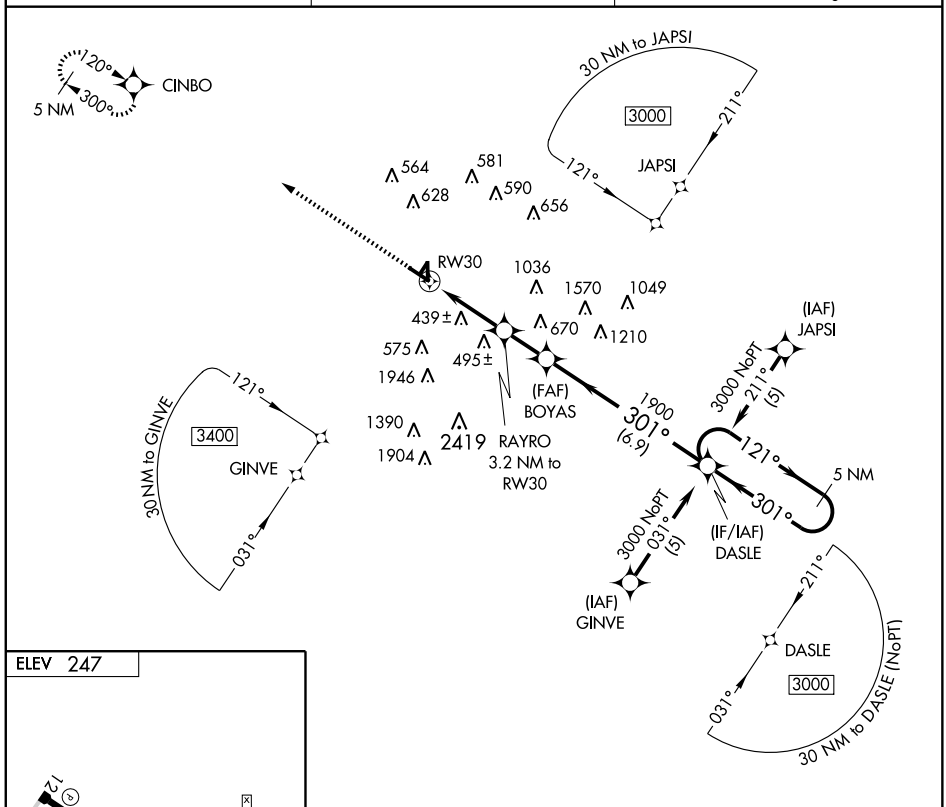
RNAV (GPS) RWY 30

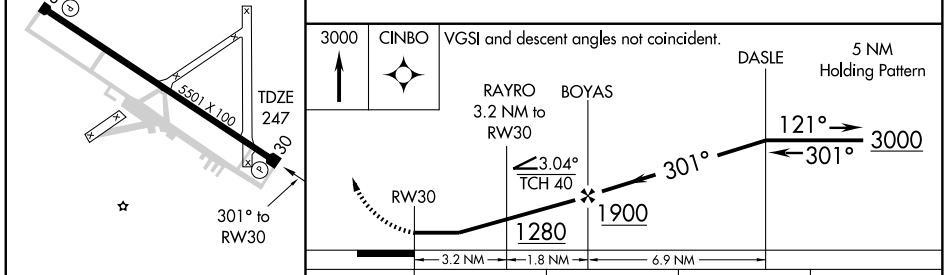
RAYMOND/JOHN BELL WILLIAMS (M16)

Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

AWOS-3	JACKSON APP CON★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 453 (500-1)		700-1¼ 453 (500-1¼)	700-1½ 453 (500-1½)
CIRCLING	800-1 553 (600-1)		800-1½ 553 (600-1½)	1060-2¾ 813 (900-2¾)

MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

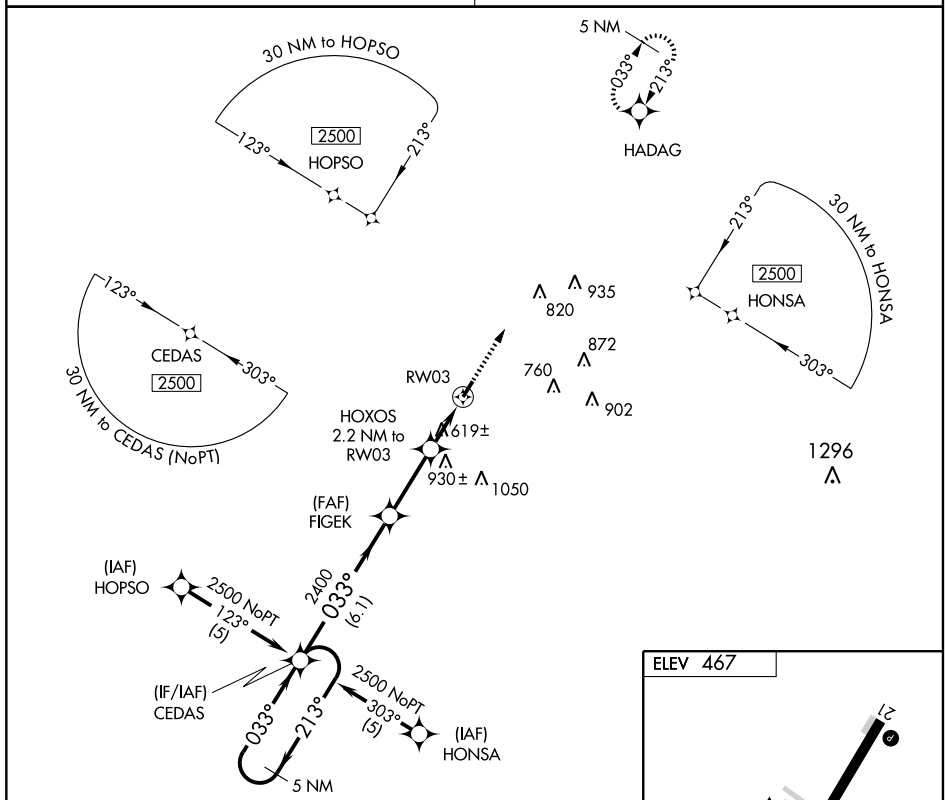
APP CRS	Rwy ldg	4400
033°	TDZE	458
	Apt Elev	467

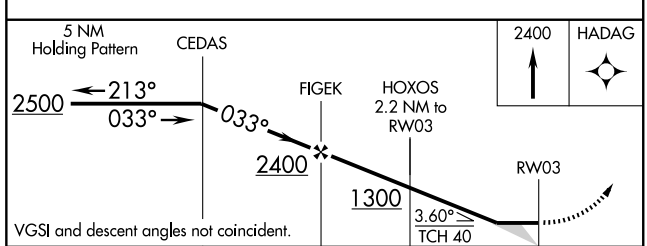
RNAV (GPS) RWY 3
RIPLEY (25M)

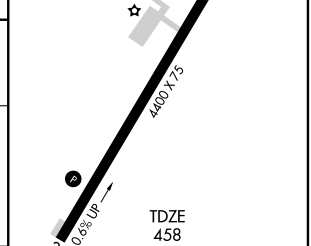
DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.

MISSED APPROACH: Climb to 2400 direct HADAG and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	940-1 482 (500-1)		940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1 593 (600-1)		1080-1¾ 613 (700-1¾)	NA

SC-4, 14 JAN 2010 to 11 FEB 2010

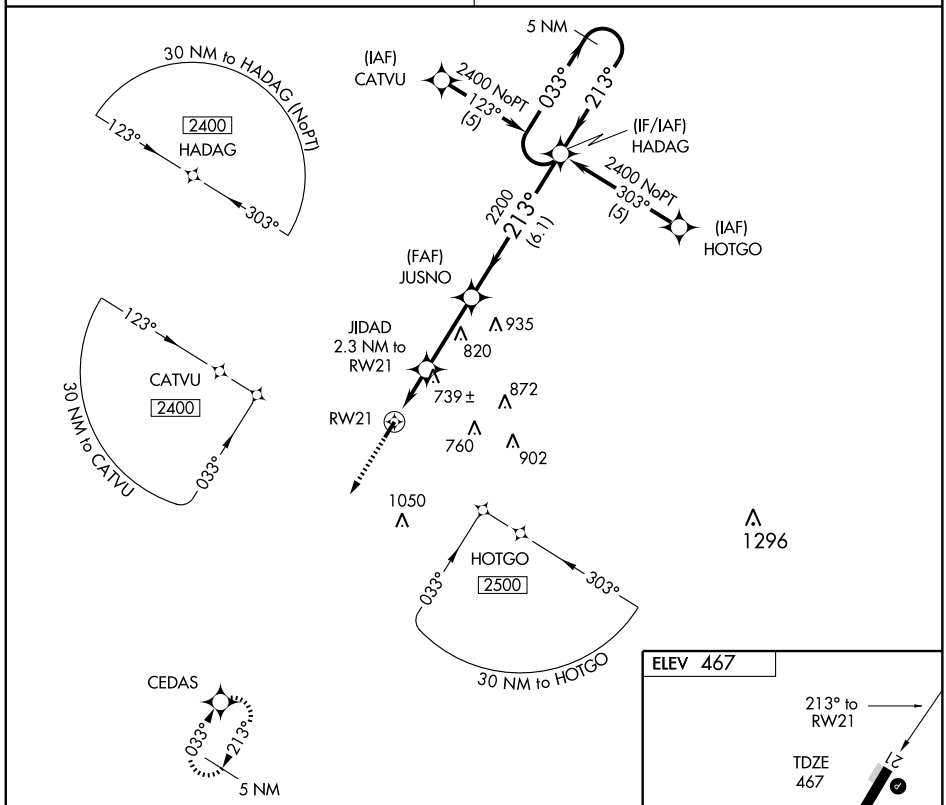
APP CRS	Rwy ldg	4400
213°	TDZE	467
	Apt Elev	467

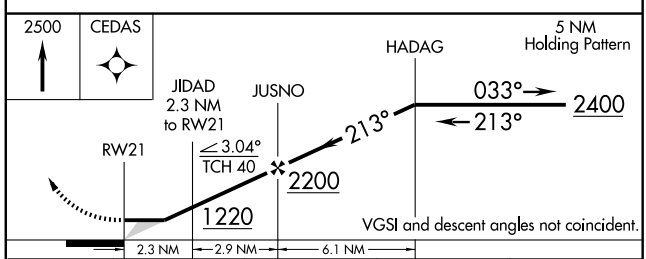
RNAV (GPS) RWY 21
RIPLEY (25M)

DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1 593 (600-1)		1080-1¾ 613 (700-1¾)	NA

VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy ldg N/A TDZE N/A Apt Elev 467

VOR/DME-A
RIPLEY (25M)

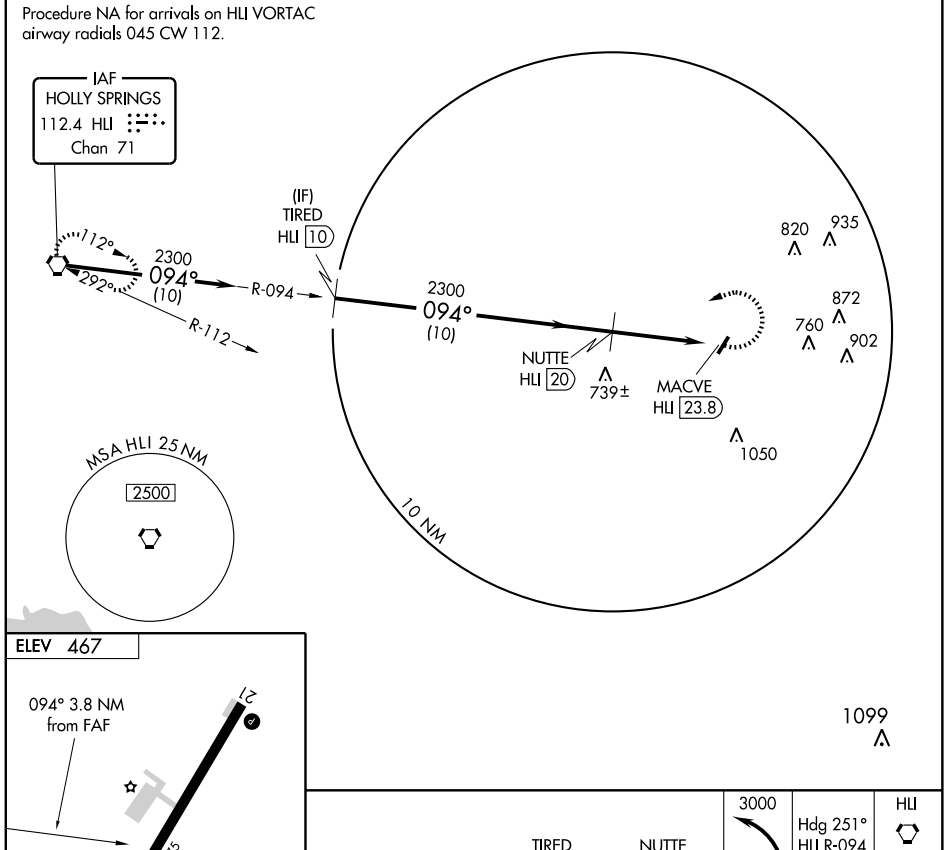
T
A NA

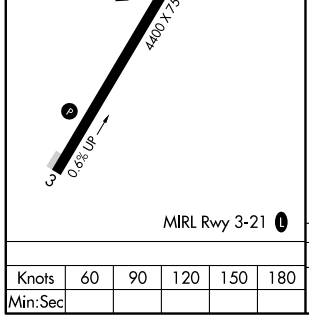
Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

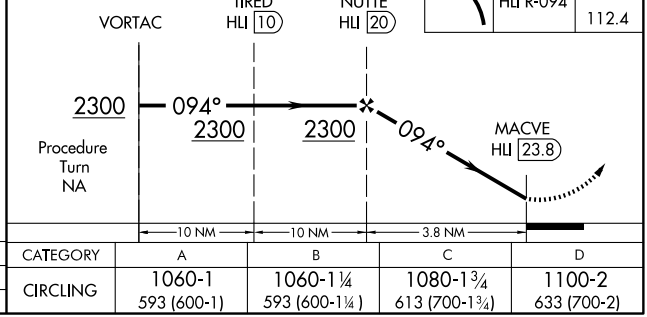
MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1060-1¼ 593 (600-1¼)	1080-1¾ 613 (700-1¾)	1100-2 633 (700-2)

VORTAC IGB 116.2 Chan 109	APP CRS 269°	Rwy ldg N/A TDZE N/A Apt Elev 250

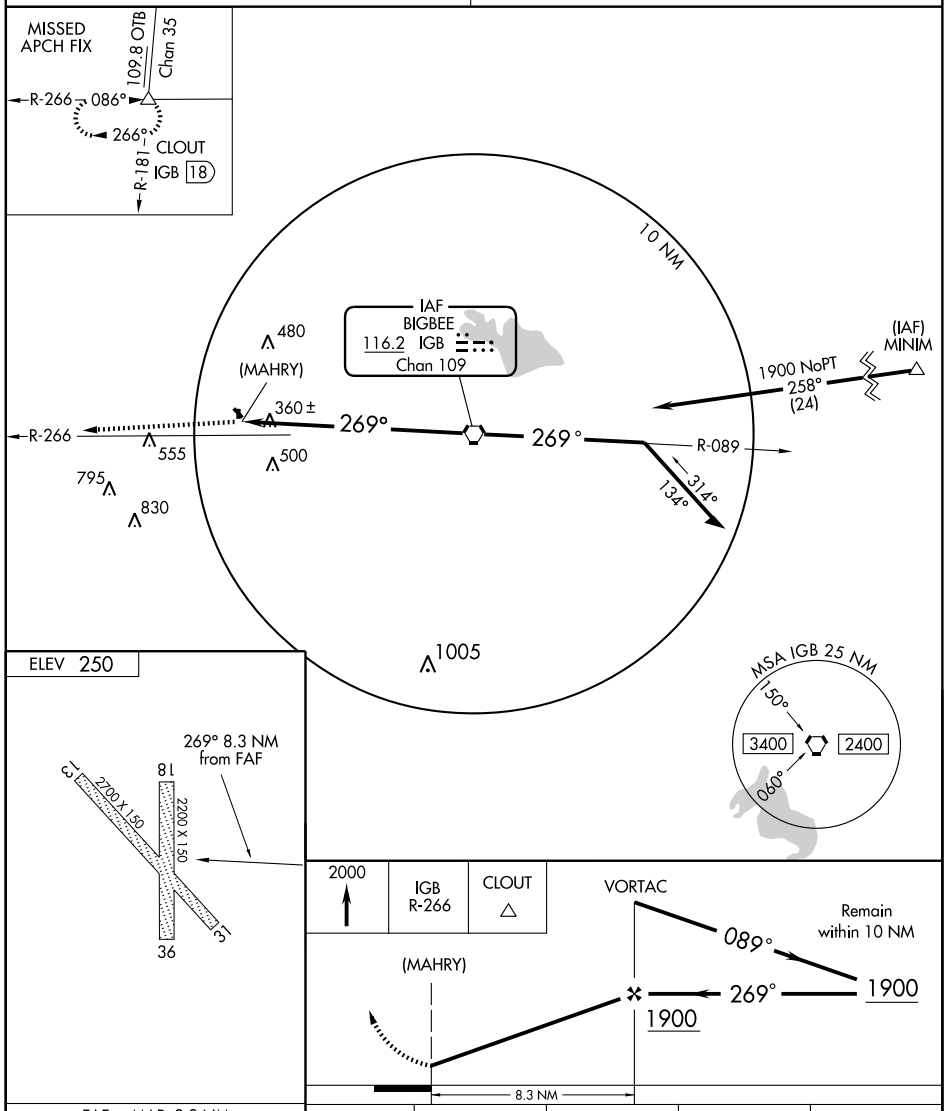
VOR or GPS-B

STARKVILLE/ OKTIBBEHA (M51)

Use Columbus altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF)



FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
CIRCLING	780-1 530 (600-1)		NA	

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-STF 109.9 Chan 36	APP CRS 360°	Rwy ldg 5550 TDZE 326 Apt Elev 333

LOC/DME RWY 36

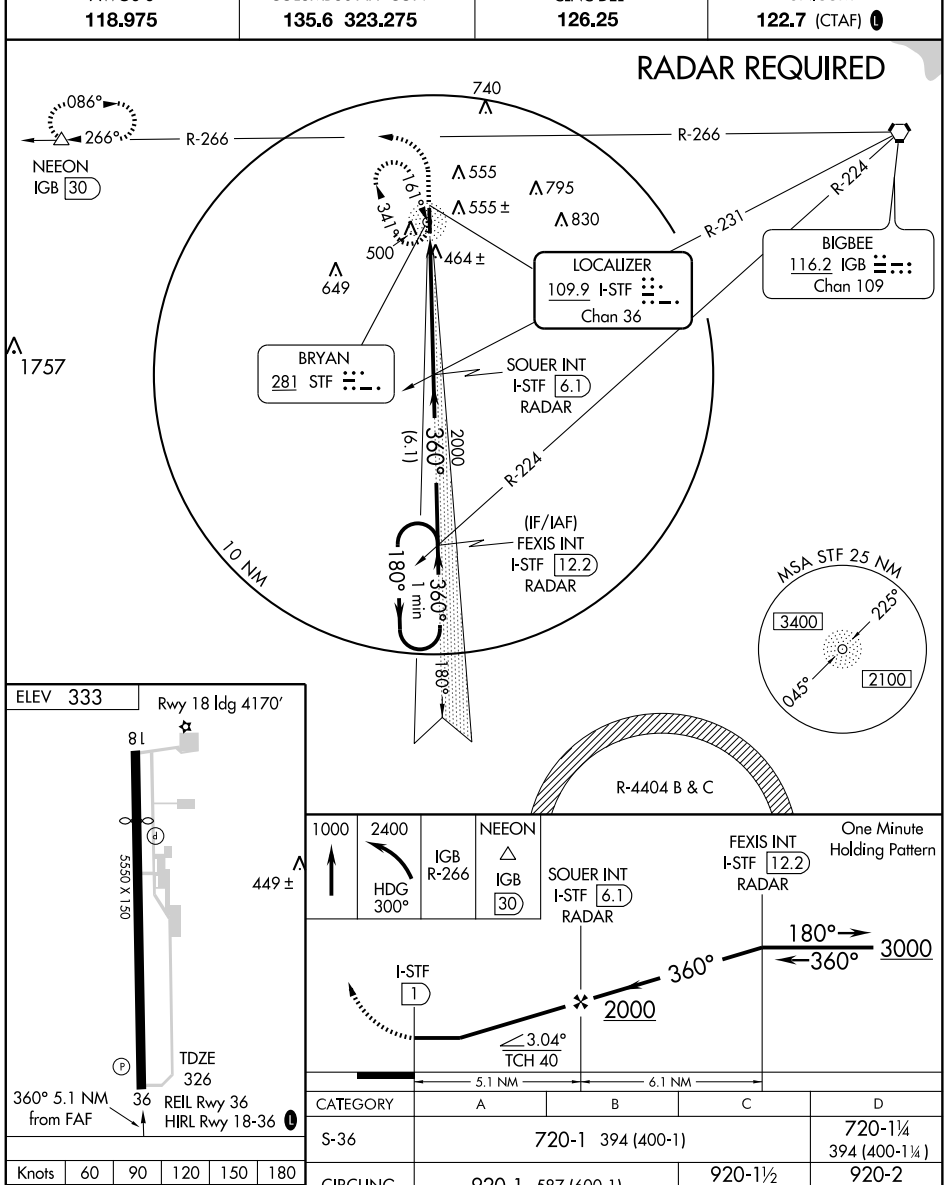
STARKVILLE/ GEORGE M. BRYAN (STF)

If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet. DME required. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	720-1 394 (400-1)			720-1¼ 394 (400-1¼)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

NDB STF	APP CRS	Rwy ldg	N/A
281	161°	TDZE	N/A
		Apt Elev	332

NDB-C

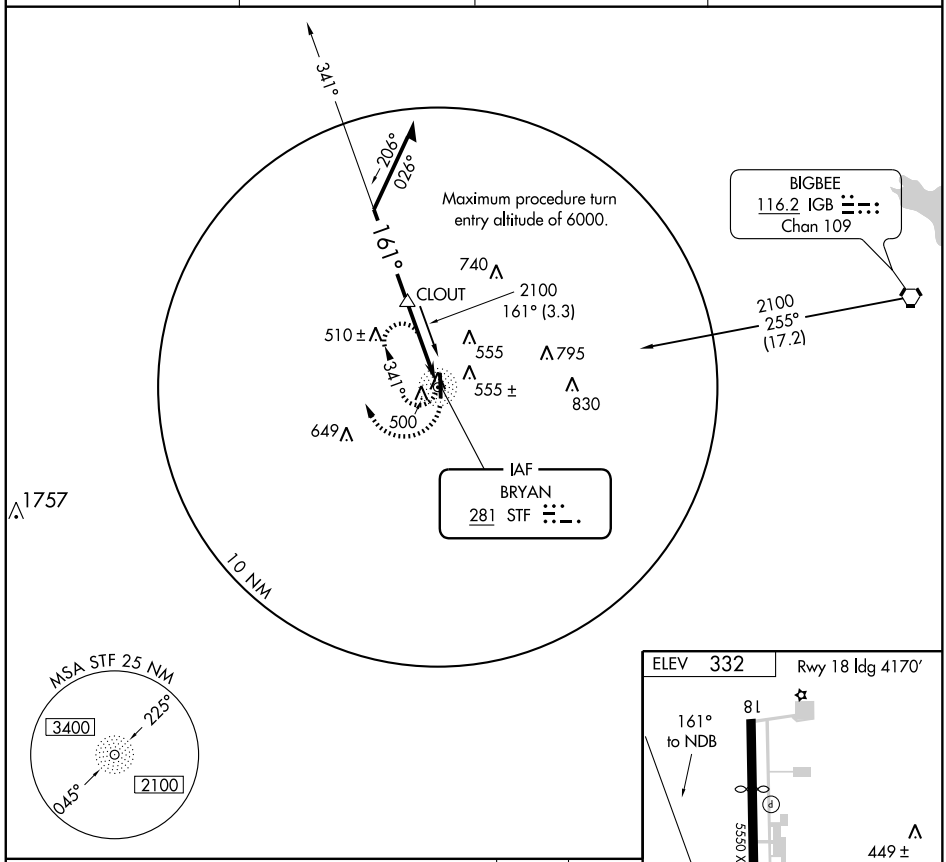
STARKVILLE/GEORGE M. BRYAN (STF)

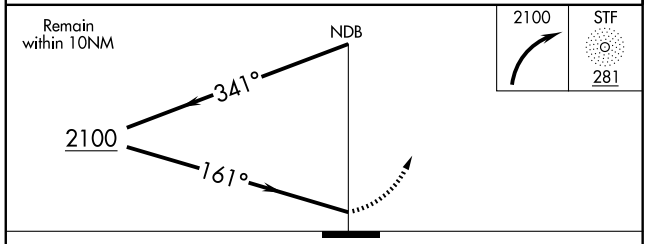
If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.

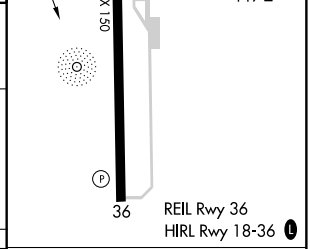
NA

MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	920-1	588 (600-1)	920-1½ 588 (600-1½)	920-2 588 (600-2)

Knots	60	90	120	150	180
Min:Sec					

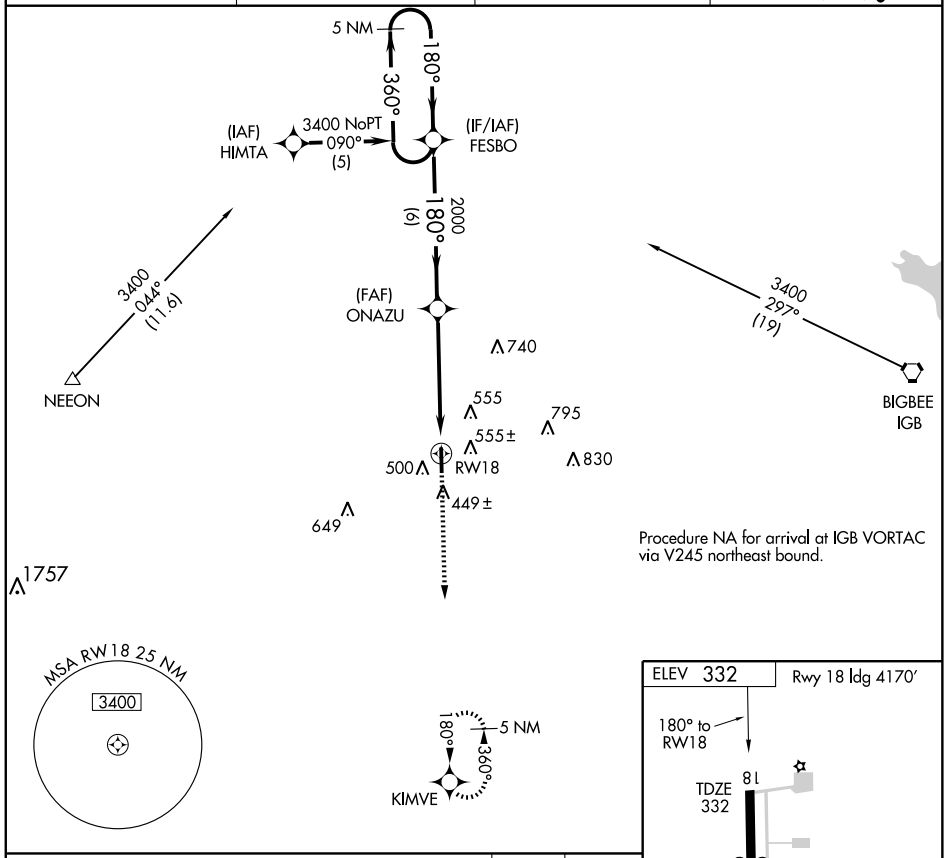
APP CRS	Rwy ldg	4170
180°	TDZE	332
	Apt Elev	332

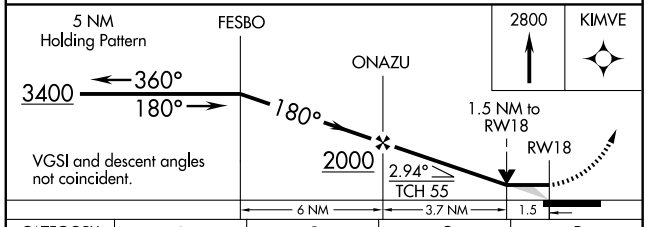
RNAV (GPS) RWY 18
STARKVILLE/GEORGE M. BRYAN (STF)

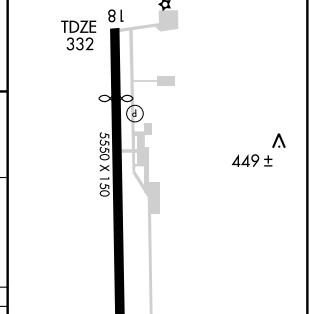
VDP NA with Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

AWOS-3	COLUMBUS APP CON ★		CLNC DEL	UNICOM
118.975	135.6	323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 488 (500-1)		820-1¼ 488 (500-1¼)	820-1½ 488 (500-1½)
CIRCLING	860-1 528 (600-1)		860-1½ 528 (600-1½)	900-2 568 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

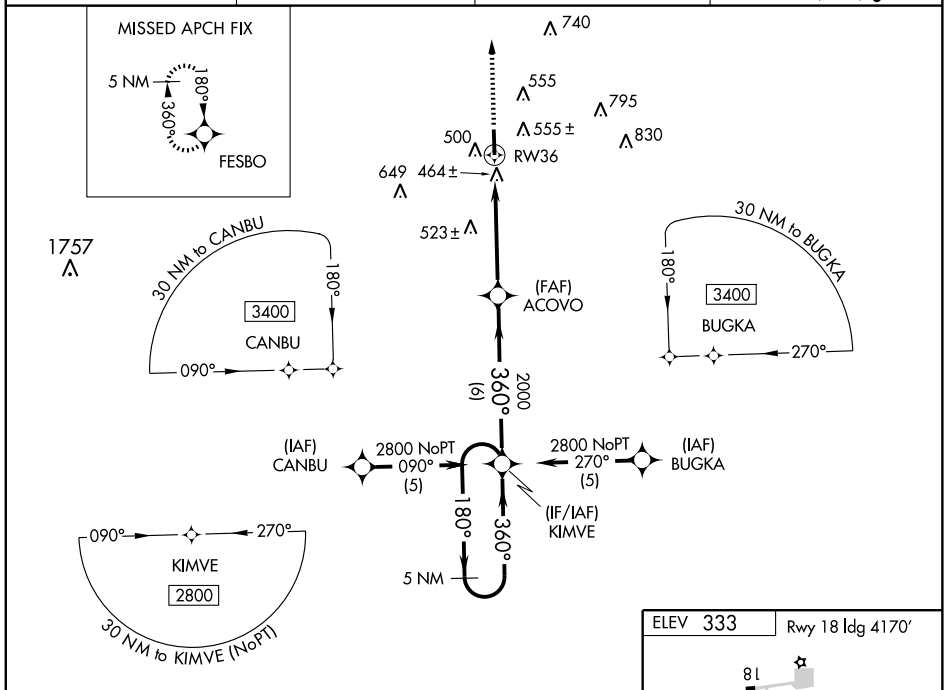
WAAS CH 53604 W36A	APP CRS 360°	Rwy ldg 5550 TDZE 326 Apt Elev 333

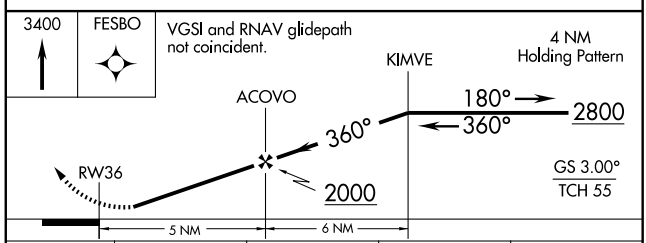
RNAV (GPS) RWY 36
STARKVILLE/GEORGE M. BRYAN (STF)

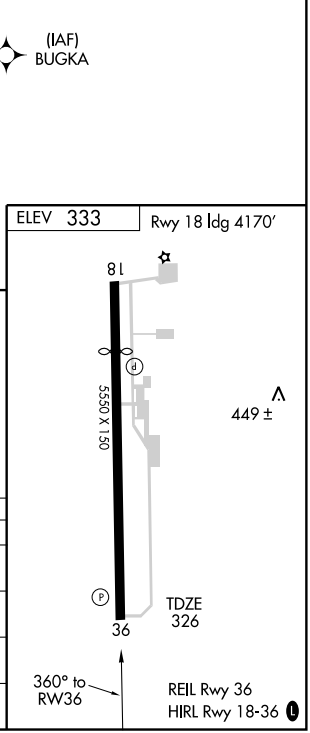
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb and hold to 3400.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	743-1½ 417 (500-1½)			
LNAV VNAV / DA	771-1½ 445 (500-1½)			
LNAV MDA	820-1 494 (500-1)		820-1¼ 494 (500-1¼)	820-1½ 494 (500-1½)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

VORTAC IGB 116.2 Chan 109	APP CRS 076°	Rwy ldg N/A TDZE N/A Apt Elev 332

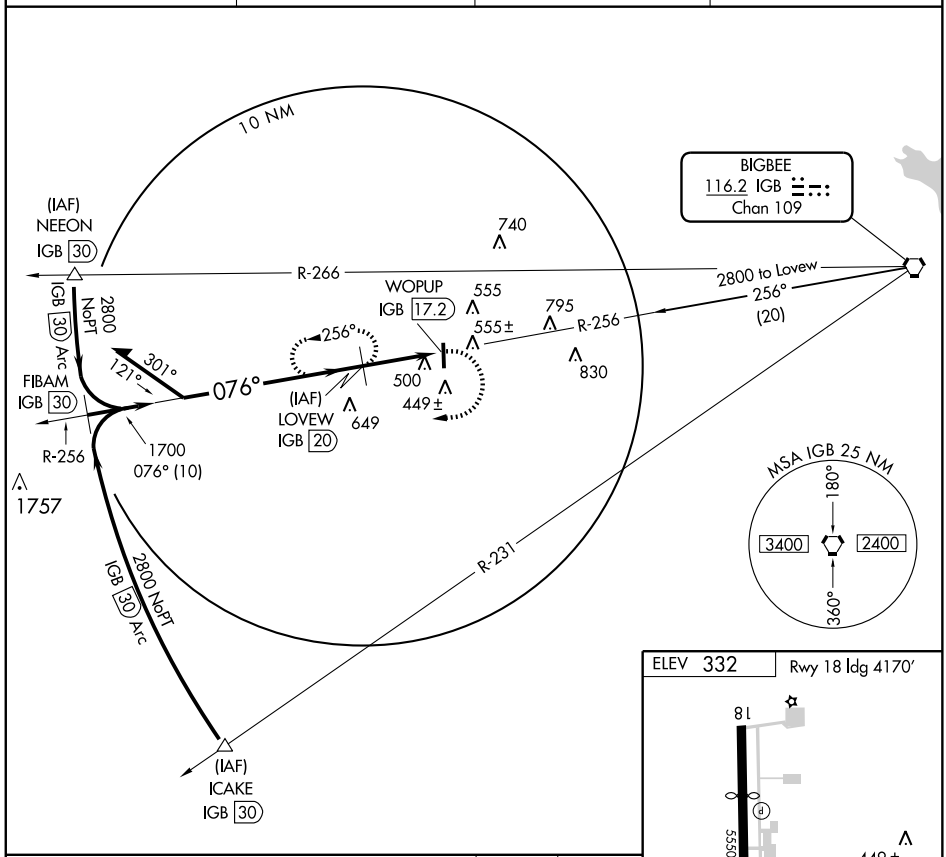
VOR/DME-A

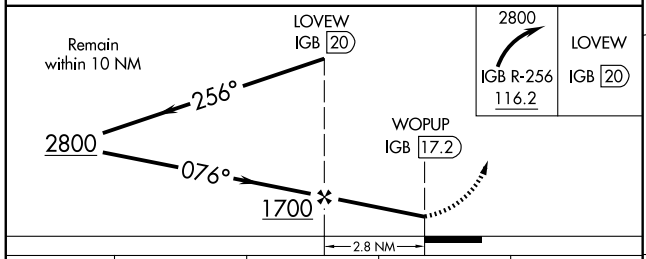
STARKVILLE/ GEORGE M. BRYAN (STF)

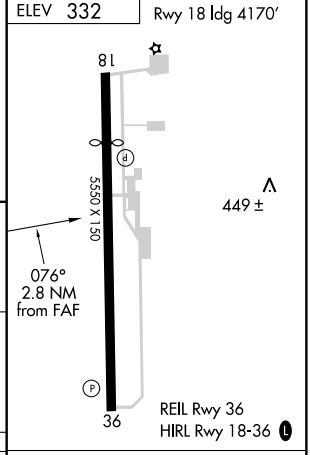
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via IGB R-256 to LOVEW / IGB 20 DME and hold.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 528 (600-1)		860-1½ 528 (600-1½)	900-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UTA	APP CRS	Rwy ldg	8500
110.95	347°	TDZE	194
Chan 46(Y)		Apt Elev	194

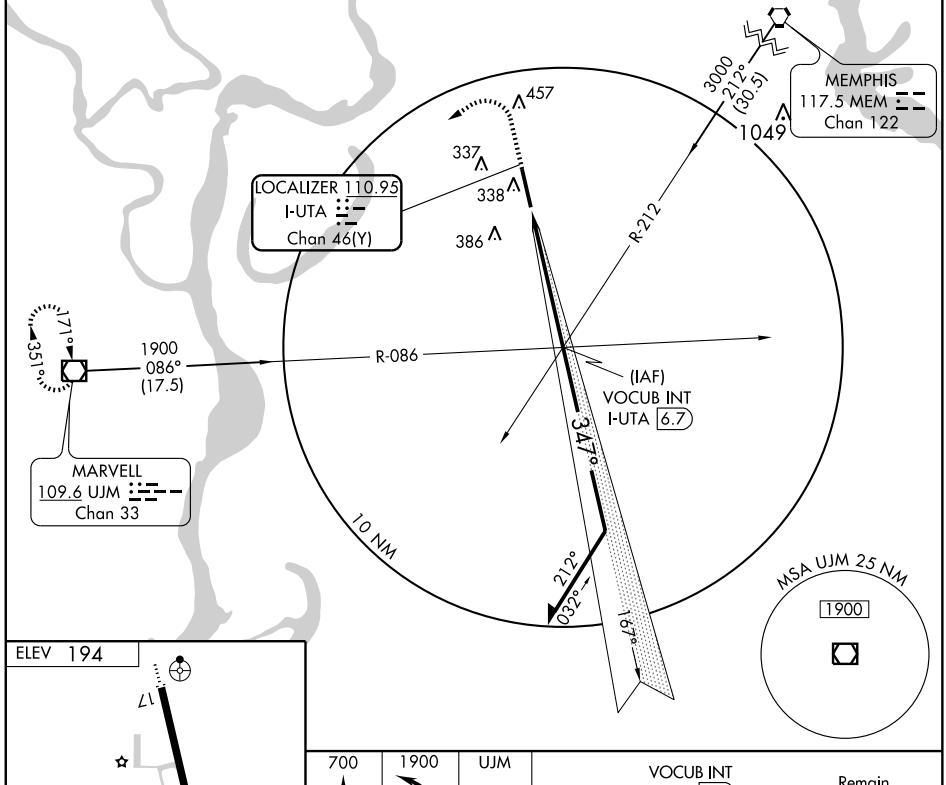
ILS or LOC RWY 35
TUNICA MUNI (UTA)

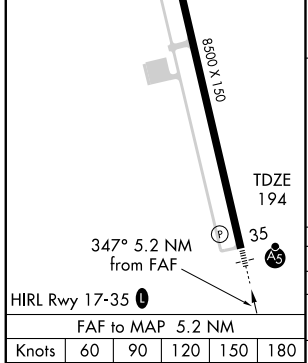
If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.
VDP NA with Memphis altimeter setting.

MALSR

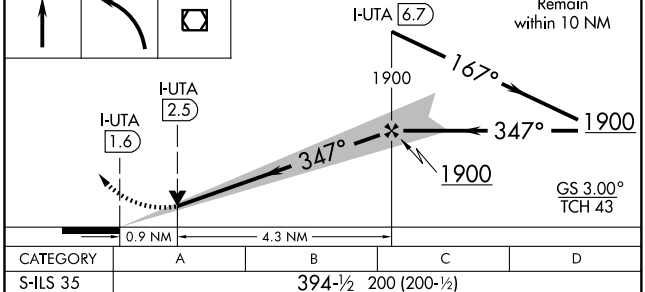
MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF)





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 35	394-½ 200 (200-½)			
S-LOC 35	540-½ 346 (400-½)			540-¾ 346 (400-¾)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

WAAS CH 56212 W17A	APP CRS 167°	Rwy ldg 8500 TDZE 194 Apt Elev 194

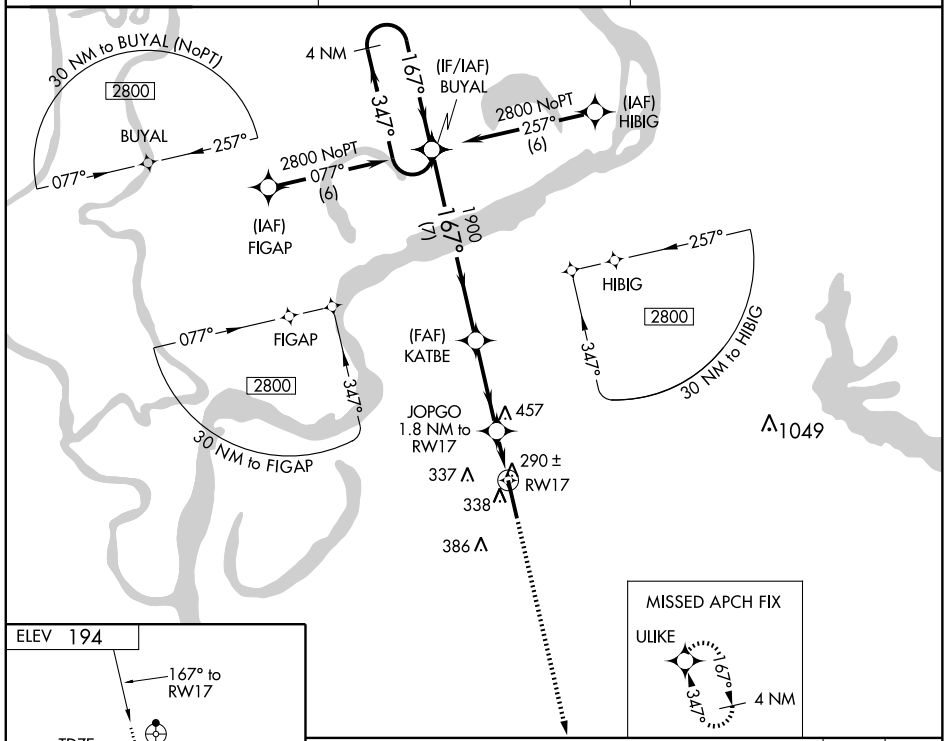
RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

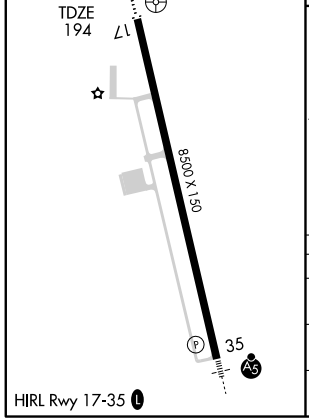
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
VDP NA when using Memphis Intl altimeter setting.

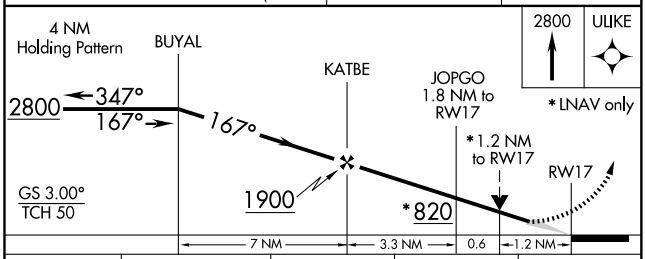
ODALS

MISSED APPROACH: Climb to 2800 direct ULIKE and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	394-1 200 (200-1)			
LNAV MDA	640-1 446 (500-1)		640-1¼ 446 (500-1¼)	640-1½ 446 (500-1½)
CIRCLING	680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

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WAAS CH 60912 W35A	APP CRS 347°	Rwy ldg 8500 TDZE 194 Apt Elev 194

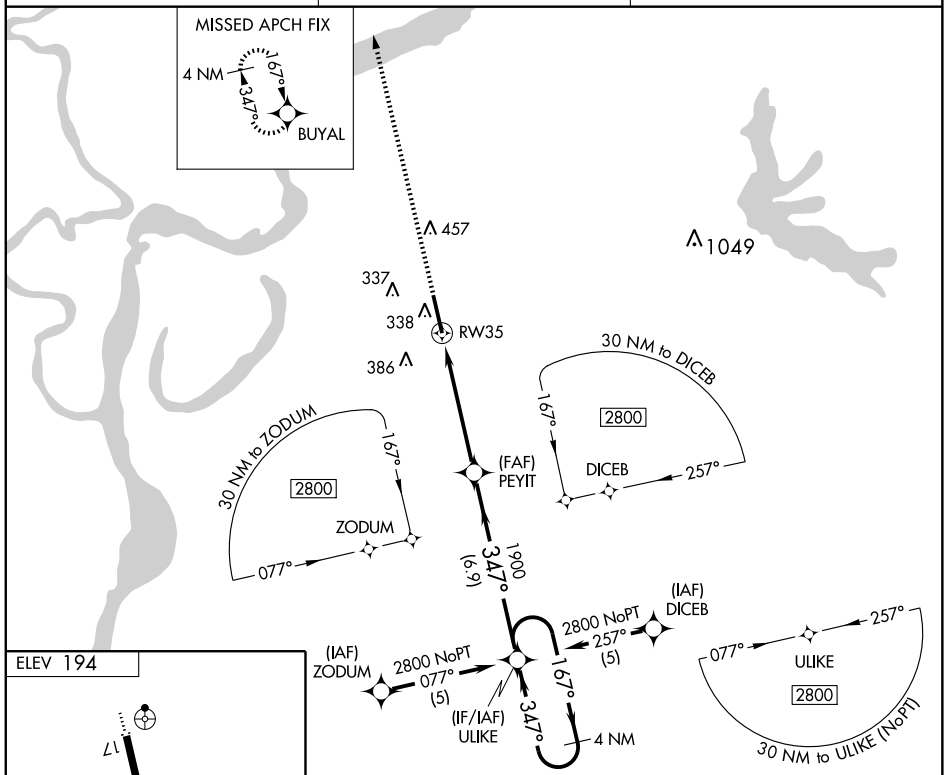
RNAV (GPS) RWY 35
TUNICA MUNI (UTA)

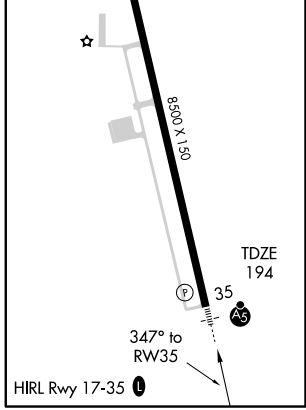
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.

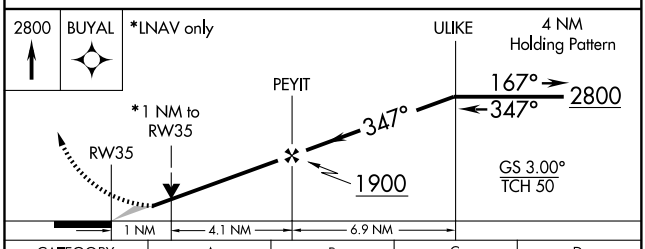
MALSR

MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L







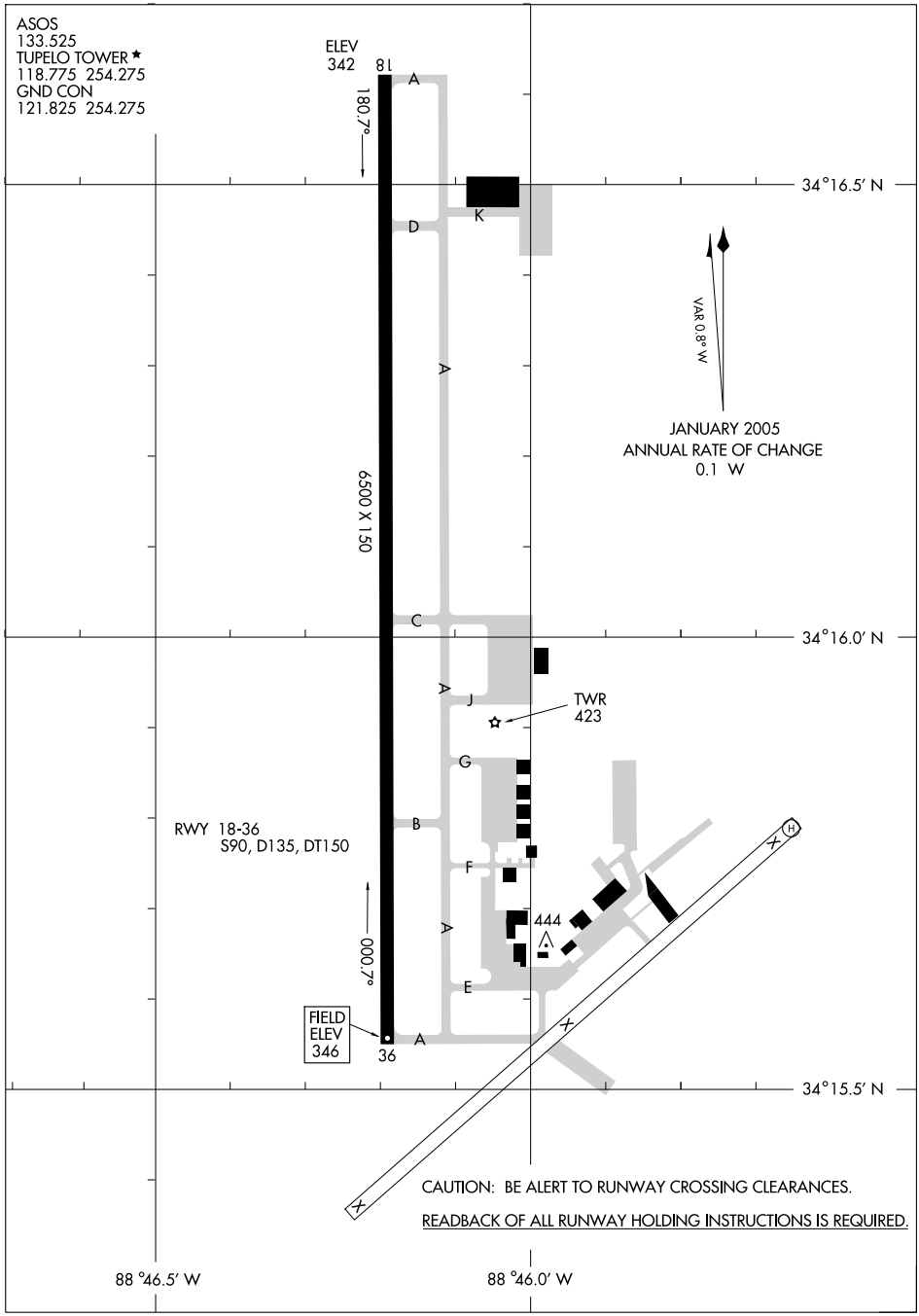
CATEGORY	A	B	C	D
LPV DA	450-½ 256 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	560-½ 366 (400-½)			560-1 366 (400-1)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

09183

AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI



SC-4, 14 JAN 2010 to 11 FEB 2010

COPTER VOR 061°

VOR/DME OTB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.8 Chan 35	061°	N/A / N/A / 346

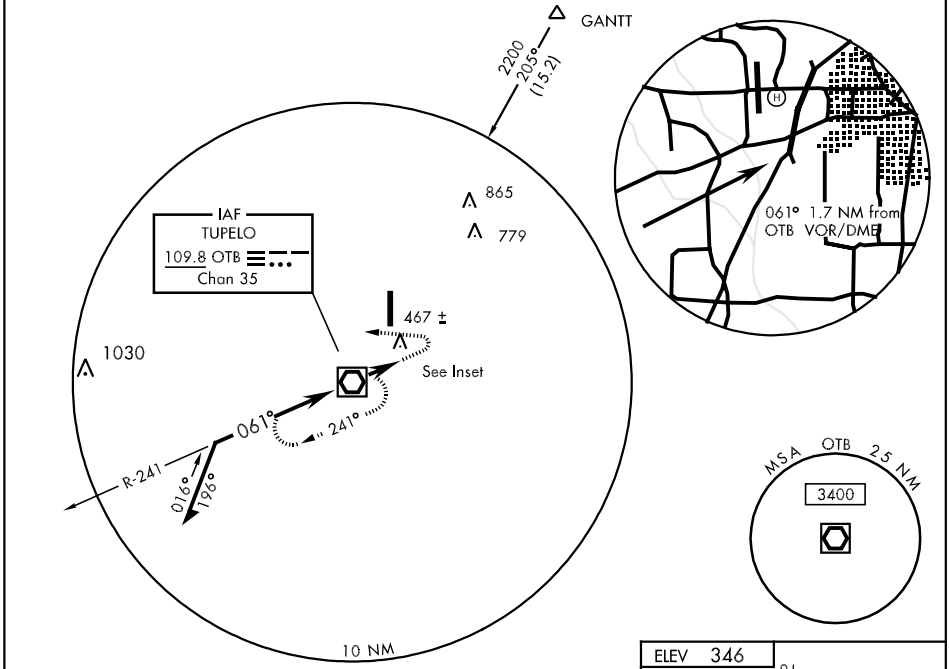
AL-854 [USA]

TUPELO REGIONAL (KTUP)

NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

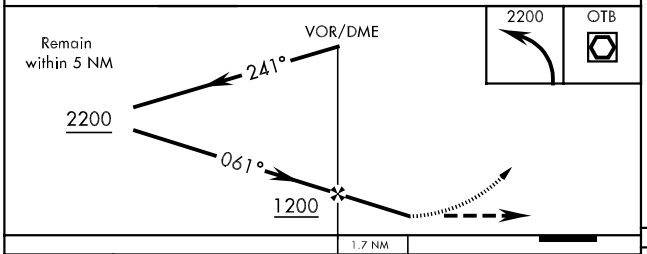
MEMPHIS CENTER	TUPELO TOWER ★	GND CON	ASOS
128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275	133.525

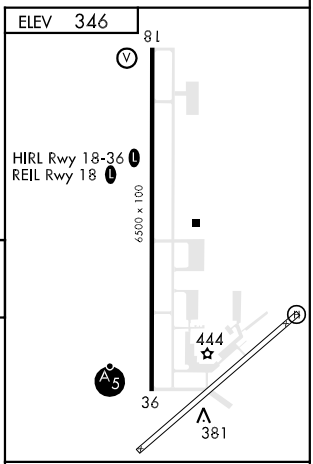


RADAR REQUIRED

COPTER ONLY

From MAP proceed visually Northeast along NATCHEZ TRACE PARKWAY to airport





FAF to MAP 1.7 NM					
Knots	45	60	75	90	105
Min:Sec	2:16	1:42	1:22	1:08	:59

CATEGORY	COPTER
H-061°	740-1 370 (400-1)

LOC I-TUP 108.5 Chan 22	APP CRS 359°	Rwy ldg 6500 TDZE 346 Apt Elev 346

ILS or LOC RWY 36

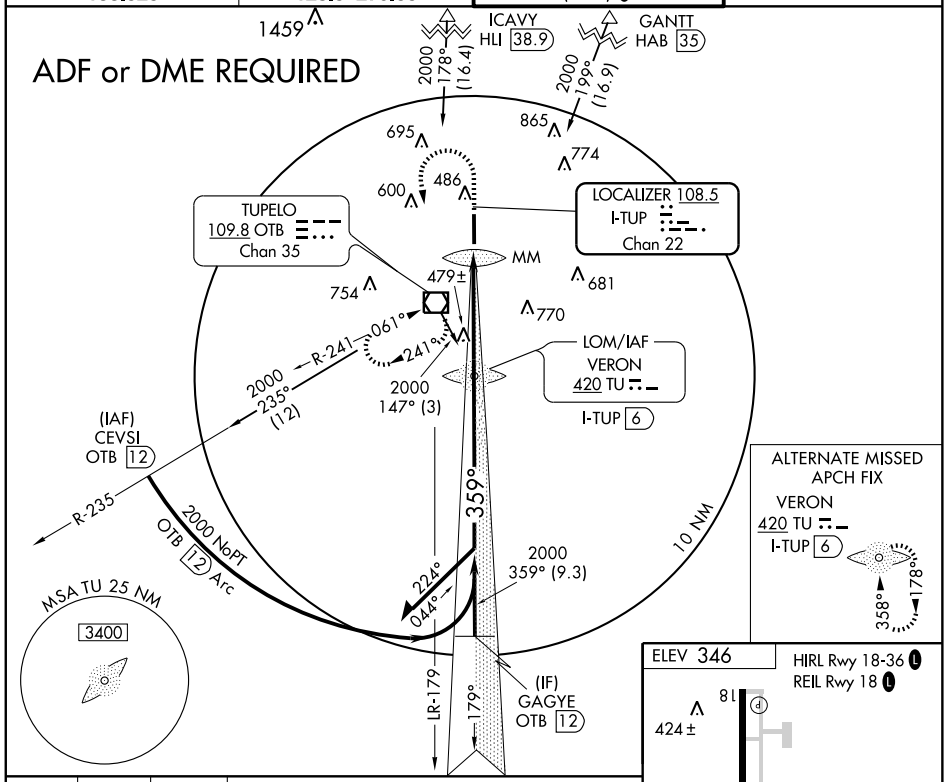
TUPELO RGNL (TUP)

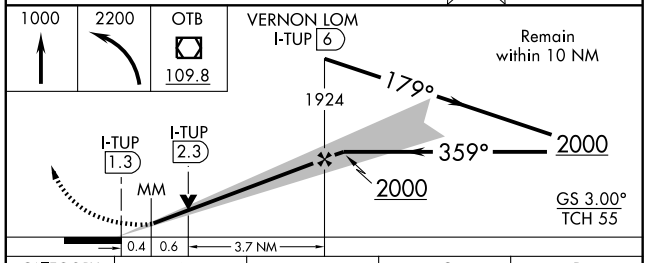
ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats. C and D visibility ½ mile and Circling Cat. D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats. visibility ½ mile.

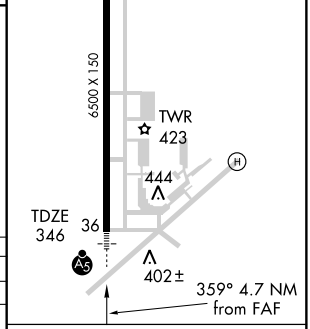
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER*	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
S-ILS 36	546-½ 200 (200-½)			
S-LOC 36	740-½ 394 (400-½)			740-¾ 394 (400-¾)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 14 JAN 2010 to 11 FEB 2010

LOM TU 420	APP CRS 358°	Rwy ldg 6500 TDZE 346 Apt Elev 346

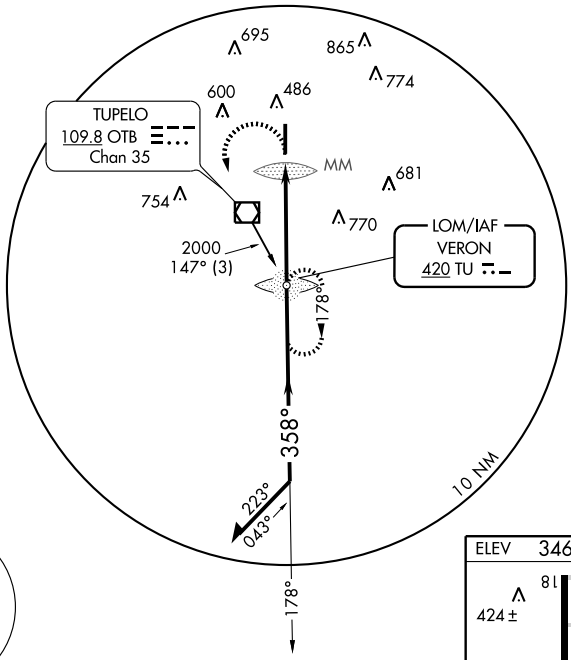
NDB RWY 36
TUPELO RGNL (TUP)

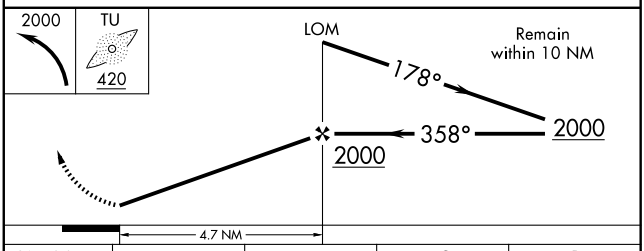
MALSR

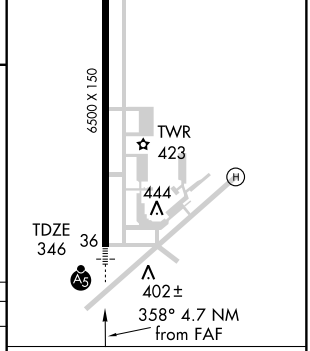
MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275

RADAR REQUIRED







CATEGORY	A	B	C	D
S- 36	780-¾ 434 (500-¾)			780-1¼ 434 (500-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77712 W18A	APP CRS 179°	Rwy ldg 6500 TDZE 344 Apt Elev 346

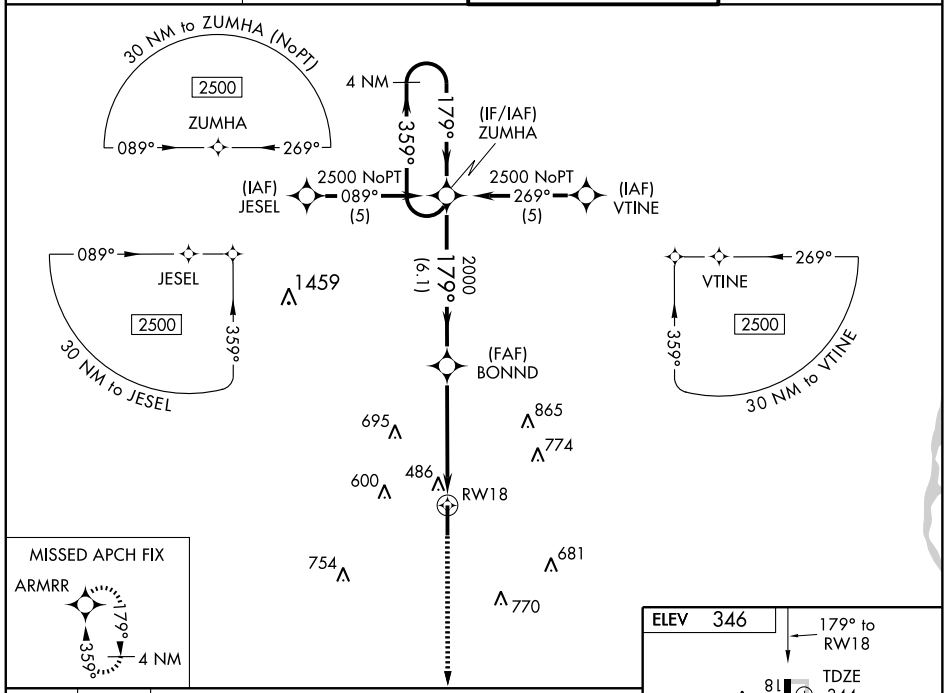
RNAV (GPS) RWY 18

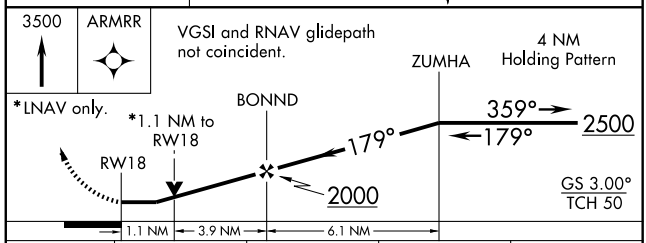
TUPELO RGNL (TUP)

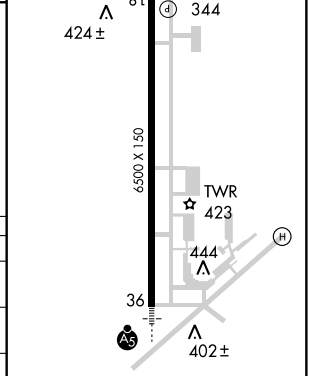
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS	MEMPHIS CENTER	TUPELO TOWER*	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







HIRL Rwy 18-36 L
REIL Rwy 18 L

CATEGORY	A	B	C	D
LPV DA	634-1 290 (300-1)			
LNAV/VNAV DA	757-1½ 413 (500-1½)			
LNAV MDA	740-1 396 (400-1)			740-1¼ 396 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

WAAS CH 93712 W36A	APP CRS 359°	Rwy ldg 6500 TDZE 346 Apt Elev 346

RNAV (GPS) RWY 36

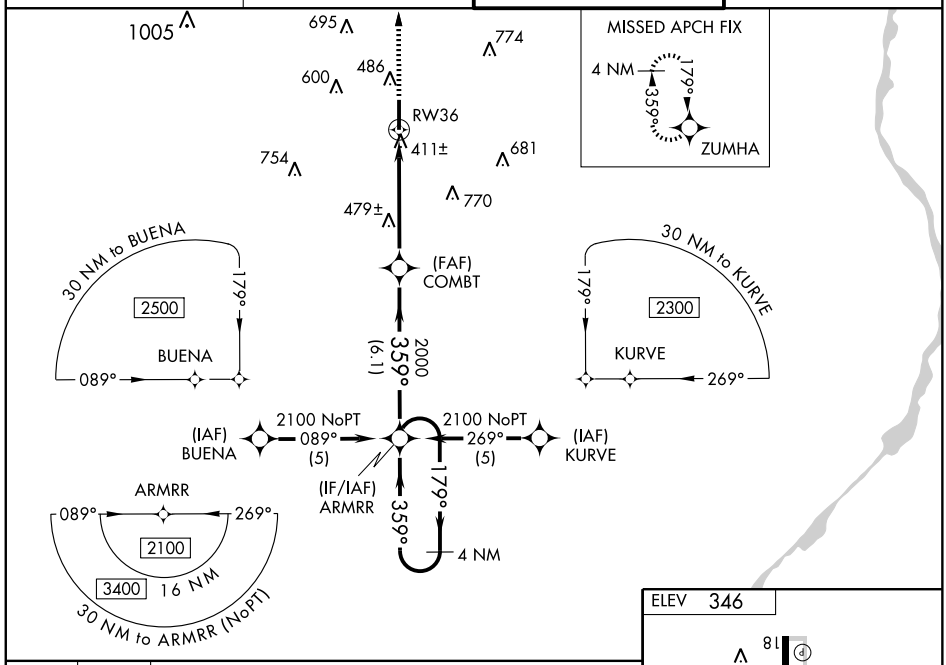
TUPELO RGNL (TUP)

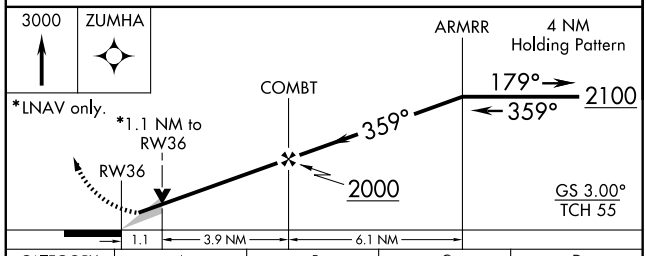
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility ½ mile, and LNAV Cat. D visibility ¼ mile.

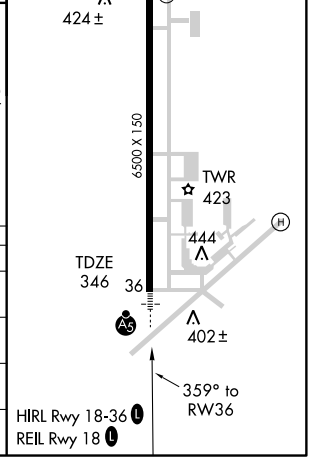
MALSR

MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER *	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
LPV DA	546-½ 200 (200-½)			
LNAV/VNAV DA	692-¾ 346 (400-¾)			
LNAV MDA	740-½ 394 (400-½)			740-1 394 (400-1)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

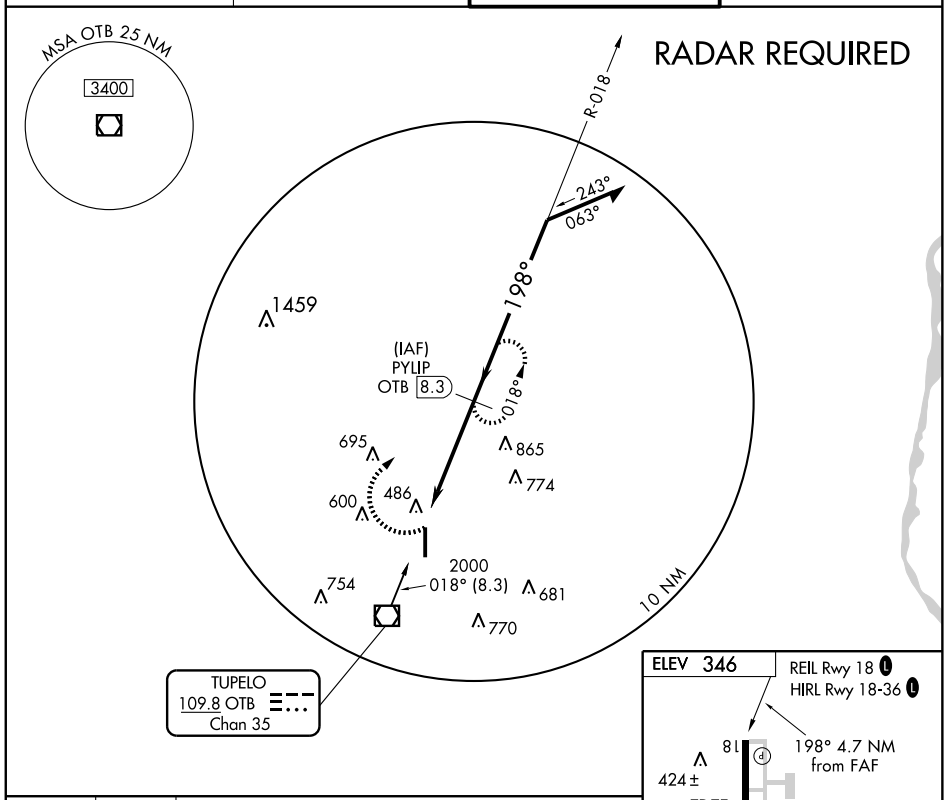
VOR/DME OTB	APP CRS	Rwy ldg	6500
109.8	198°	TDZE	345
Chan 35		Apt Elev	346

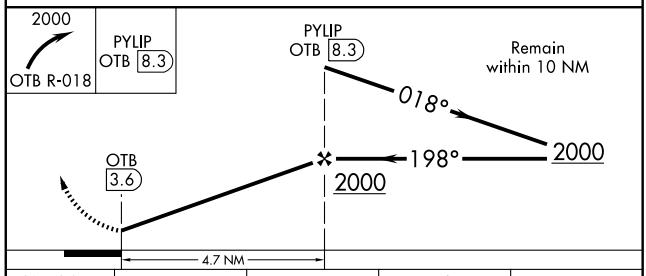
VOR/DME RWY 18

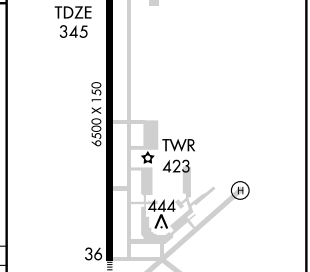
TUPELO RGNL (TUP)

MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
S-18	740-1 395 (400-1)			740-1¼ 395 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

NDB VKS	APP CRS	Rwy ldg	4700
382	020°	TDZE	103
		Apt Elev	106

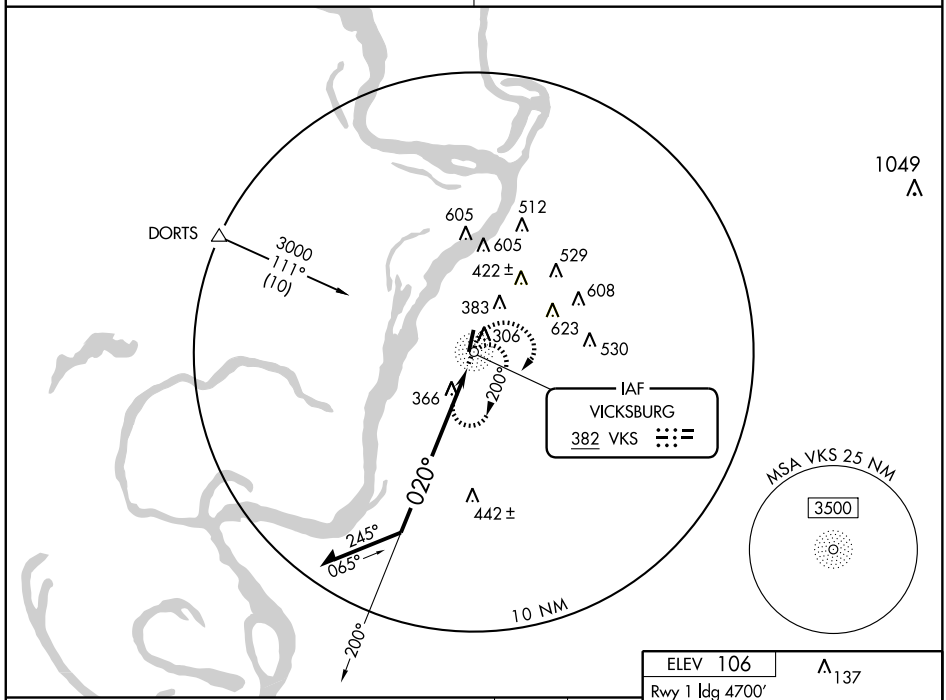
NDB RWY 1
VICKSBURG MUNI (VKS)

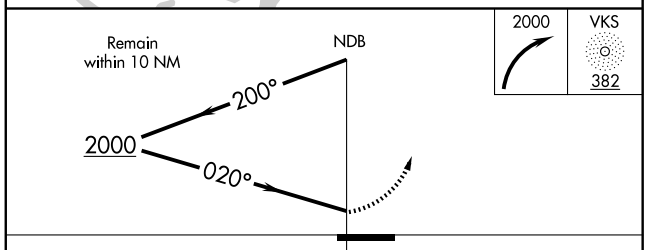
Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

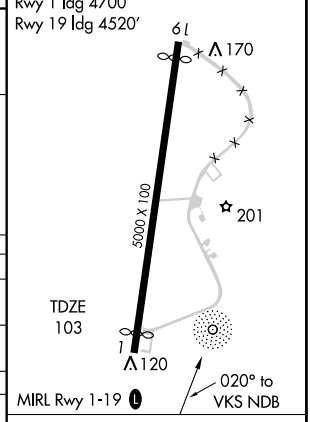
NA

MISSED APPROACH: Climbing right turn to 2000 in VKS NDB holding pattern.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	800-1	697 (700-1)	800-2 697 (700-2)	800-2¼ 697 (700-2¼)
CIRCLING	800-1	694 (700-1)	800-2 694 (700-2)	1060-3 954 (1000-3)
VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS				
S-1	820-1	717 (800-1)	820-2 717 (800-2)	820-2¼ 717 (800-2¼)
CIRCLING	820-1	714 (800-1)	820-2 714 (800-2)	1100-3 994 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

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APP CRS	Rwy ldg	4700
005°	TDZE	103
	Apt Elev	106

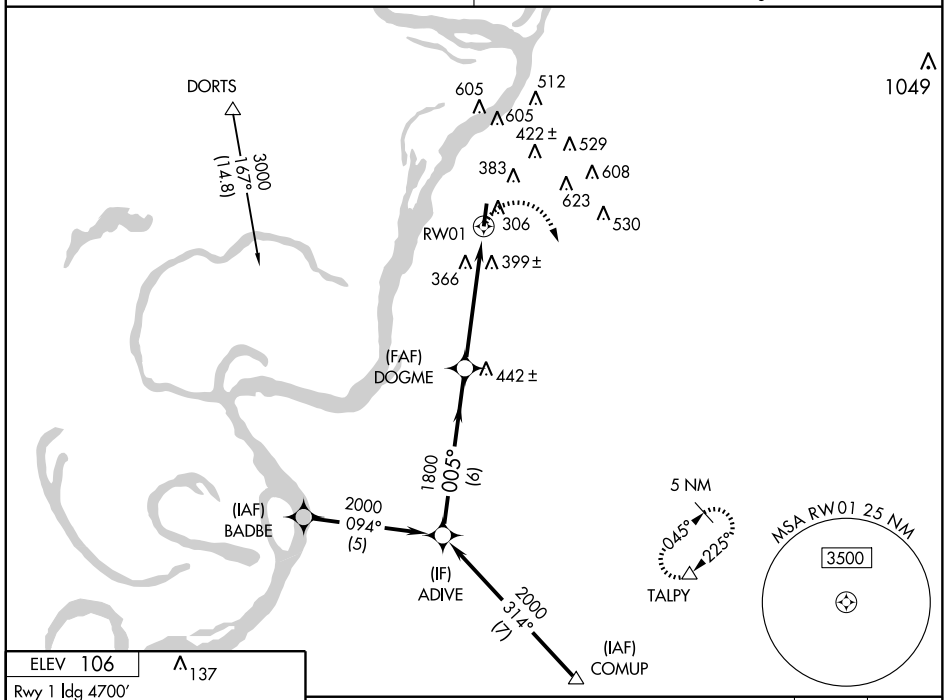
RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

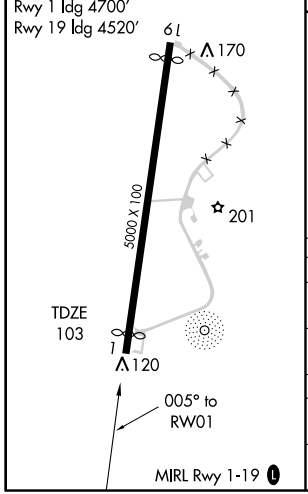
DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

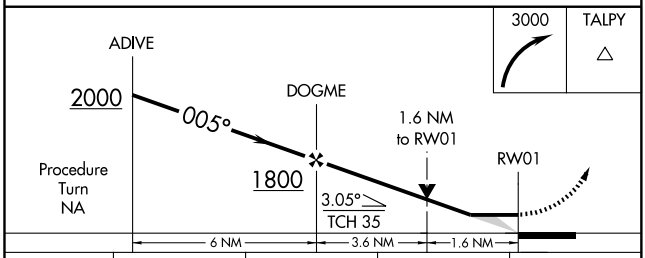
NA

MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	557 (600-1)	660-1½ 557 (600-1½)	660-1¾ 557 (600-1¾)
CIRCLING	700-1	594 (600-1)	700-1½ 594 (600-1½)	1060-3 954 (1000-3)
VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	680-1	577 (600-1)	680-1½ 577 (600-1½)	680-1¾ 577 (600-1¾)
CIRCLING	740-1	634 (700-1)	740-1¾ 634 (700-1¾)	1100-3 994 (1000-3)

APP CRS	Rwy ldg	3458
180°	TDZE	205
	Apt Elev	205

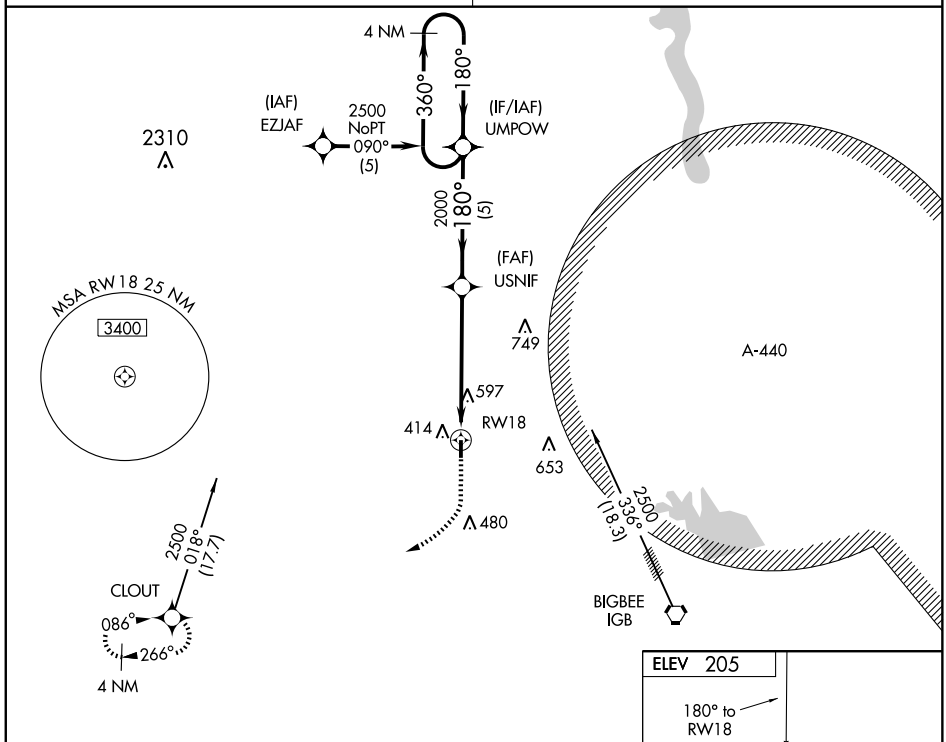
RNAV (GPS) RWY 18
WEST POINT/MCCHAREN FIELD (M83)

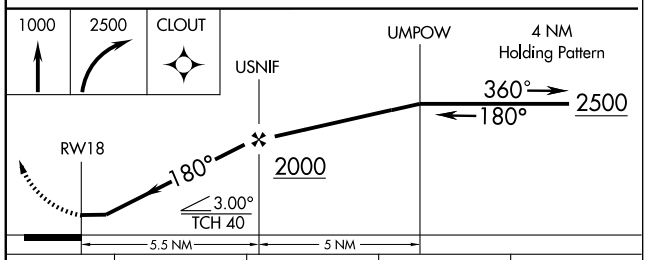
Use Columbus AFB altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

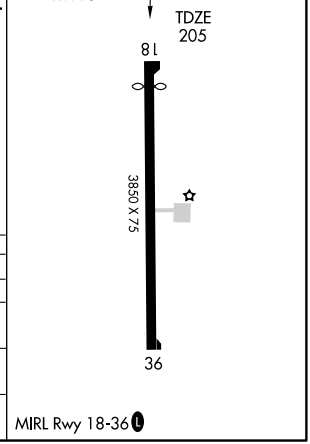
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★
135.6 323.275

CTAF
122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

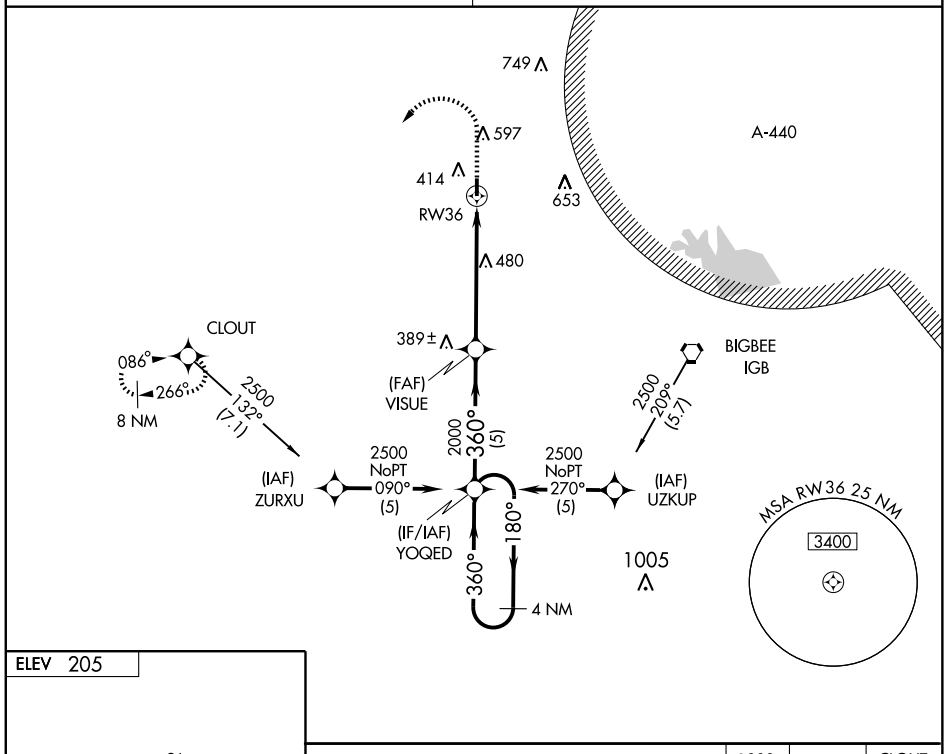
APP CRS 360°	Rwy ldg 3850 TDZE 203 Apt Elev 205

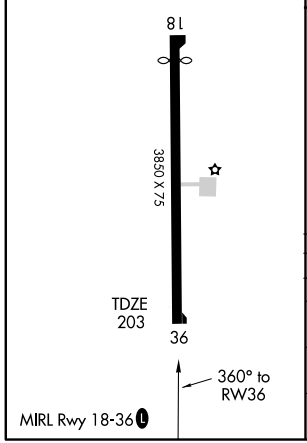
RNAV (GPS) RWY 36
WEST POINT/MCCHAREN FIELD (M83)

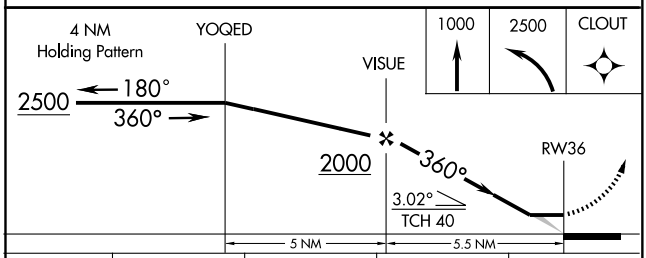
Use Columbus AFB altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON ★	CTAF
135.6 323.275	122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	760-1 557 (600-1)		760-1½ 557 (600-1½)	NA
CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

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VORTAC IGB 116.2 Chan 109	APP CRS 304°	Rwy ldg N/A TDZE N/A Apt Elev 205

VOR-A

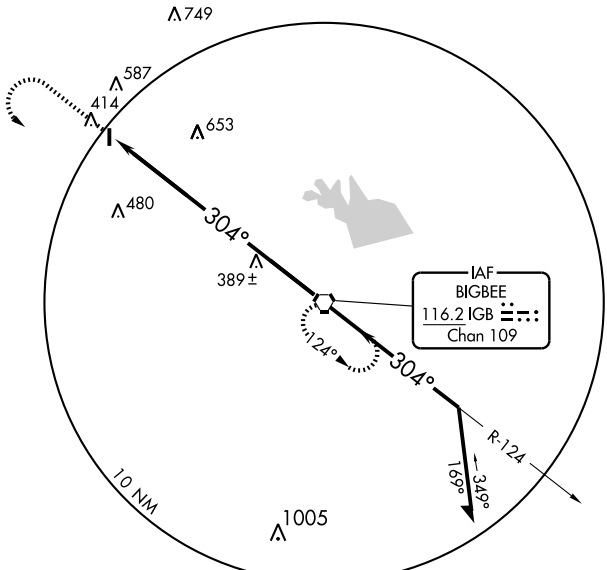
WEST POINT/MCCHAREN FIELD (M83)

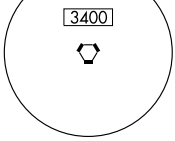
Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

NA

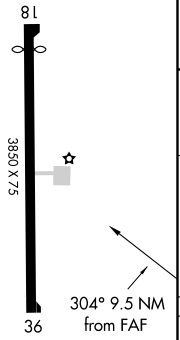
MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold.

COLUMBUS APP CON ★	CTAF
135.6 323.275	122.9 L



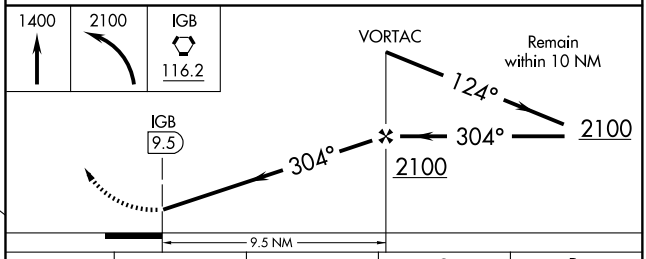


ELEV 205



MIRL Rwy 18-36 L

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10



CATEGORY	A	B	C	D
CIRCLING	1000-1 795 (800-1)	1000-1¼ 795 (800-1¼)	1000-2¼ 795 (800-2¼)	NA

GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS

CIRCLING	1040-1 835 (900-1)	1040-1¼ 835 (900-1¼)	1040-2½ 835 (900-2½)	NA

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VORTAC IGB 116.2 Chan 109	APP CRS 124°	Rwy ldg N/A TDZE N/A Apt Elev 205

VOR/DME-B

WEST POINT/MCCHAREN FIELD (M83)

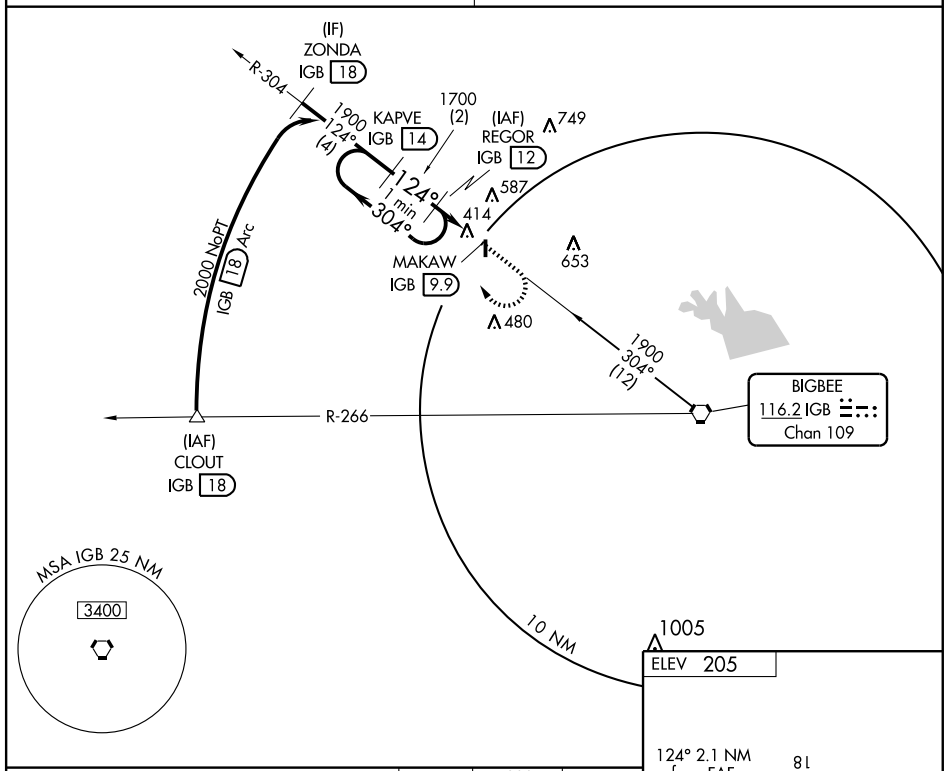
Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

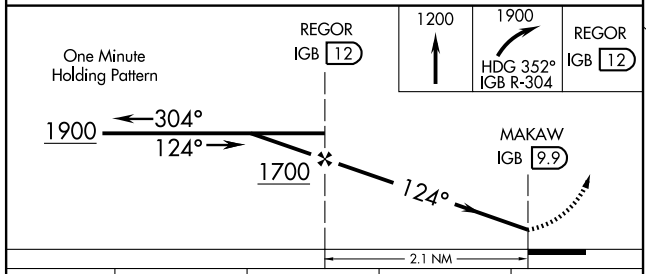
NA

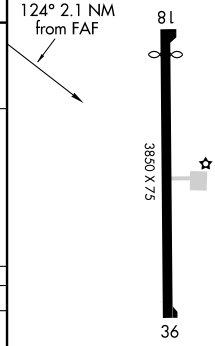
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9 L







CATEGORY	A	B	C	D
CIRCLING	880-1 675 (700-1)	900-1 695 (700-1)	900-2 695 (700-2)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	920-1 715 (800-1)		920-2 715 (800-2)	NA

MIRL Rwy 18-36 L

APP CRS	Rwy ldg	4000
030°	TDZE	360
	Apt Elev	364

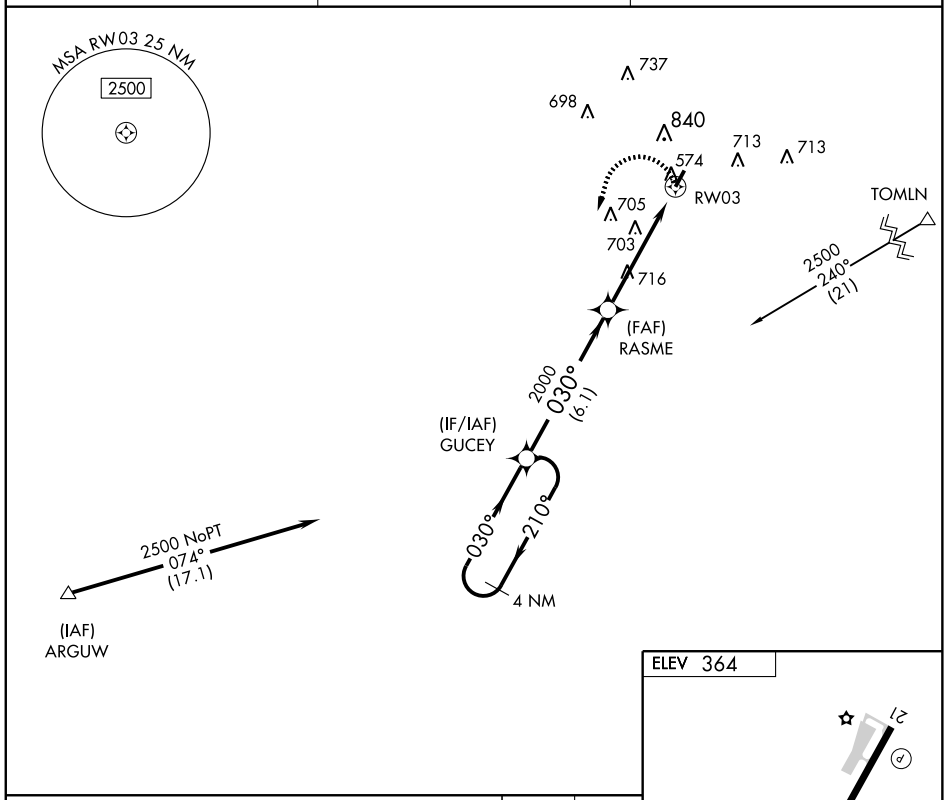
RNAV (GPS) RWY 3
WINONA-MONTGOMERY COUNTY (5A6)

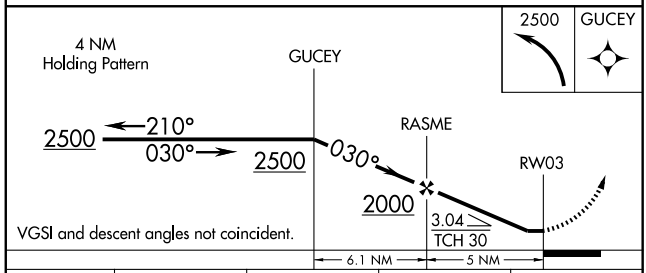
NA

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

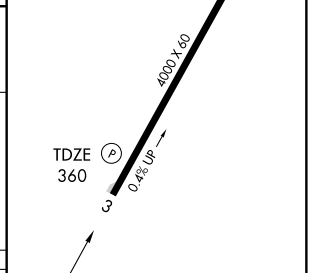
MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

GRENADA AWOS	MEMPHIS CENTER	CTAF
118.025	128.5 279.55	122.9





VGSI and descent angles not coincident.



MIRL Rwy 03-21

CATEGORY	A	B	C	D
LNAV MDA	1100-1 740 (800-1)		1100-2 740 (800-2)	NA
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	NA

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APP CRS	Rwy ldg	4000
210°	TDZE	364
	Apt Elev	364

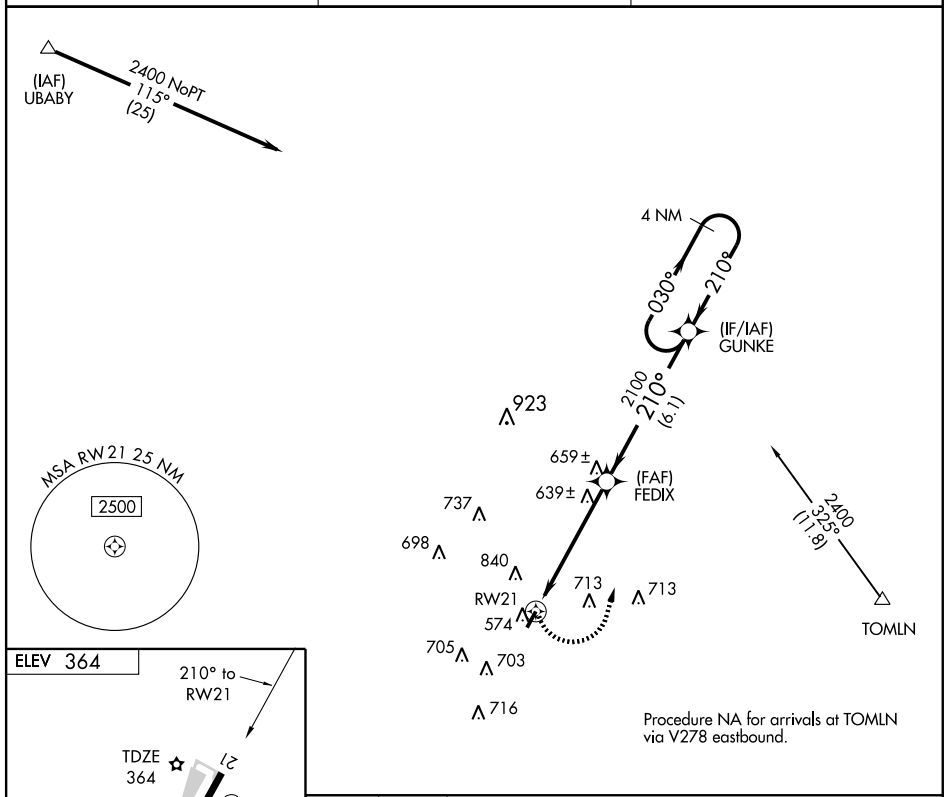
RNAV (GPS) RWY 21
WINONA-MONTGOMERY COUNTY (5A6)

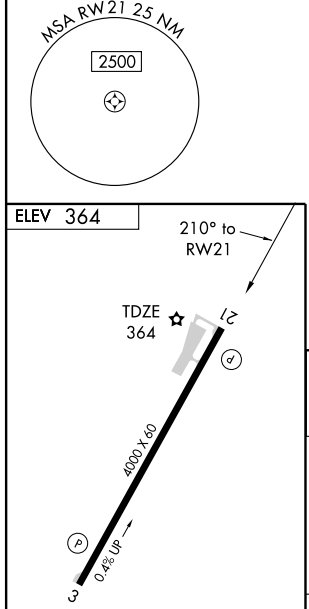
NA

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

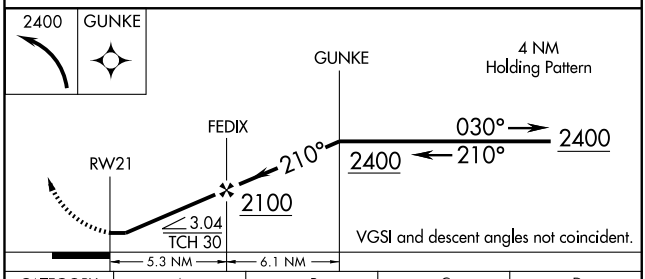
MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

GRENADA AWOS	MEMPHIS CENTER	CTAF
118.025	128.5 279.55	122.9 L





MIRL Rwy 03-21 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 616 (700-1)		980-1¾ 616 (700-1¾)	NA
CIRCLING	980-1 616 (700-1)		980-1¾ 616 (700-1¾)	NA

YAZOO CITY, MISSISSIPPI

APP CRS	Rwy ldg	5000
172°	TDZE	104
	Apt Elev	104

AL-6977 (FAA)

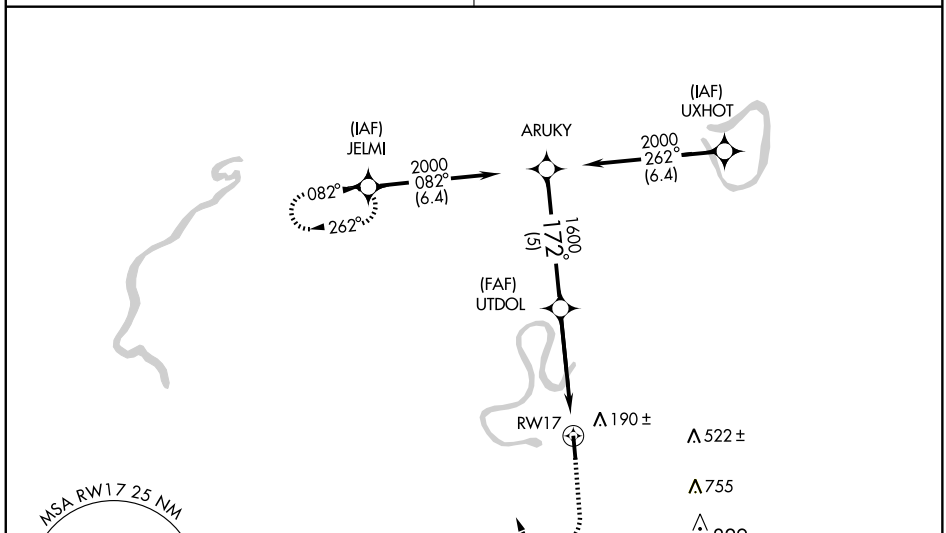
GPS RWY 17

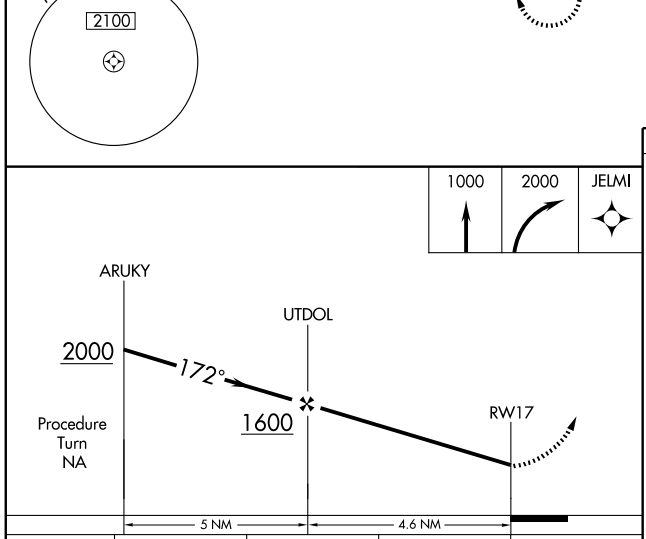
YAZOO COUNTY (87I)

NA Use Jackson altimeter setting.

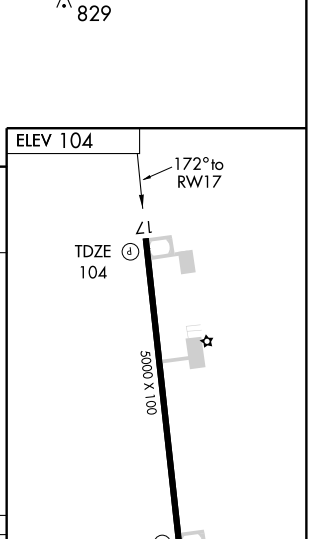
MISSED APPROACH: Climb to 1000, then dimbing right turn to 2000 direct JELMI WP and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	600-1 496 (500-1)		600-1¼ 496 (500-1¼)	NA
CIRCLING	640-1 536 (600-1)		640-1½ 536 (600-1½)	NA



MIRL Rwy 17-35 L

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YAZOO CITY, MISSISSIPPI

APP CRS	Rwy ldg	5000
352°	TDZE	104
	Apt Elev	104

AL-6977 (FAA)

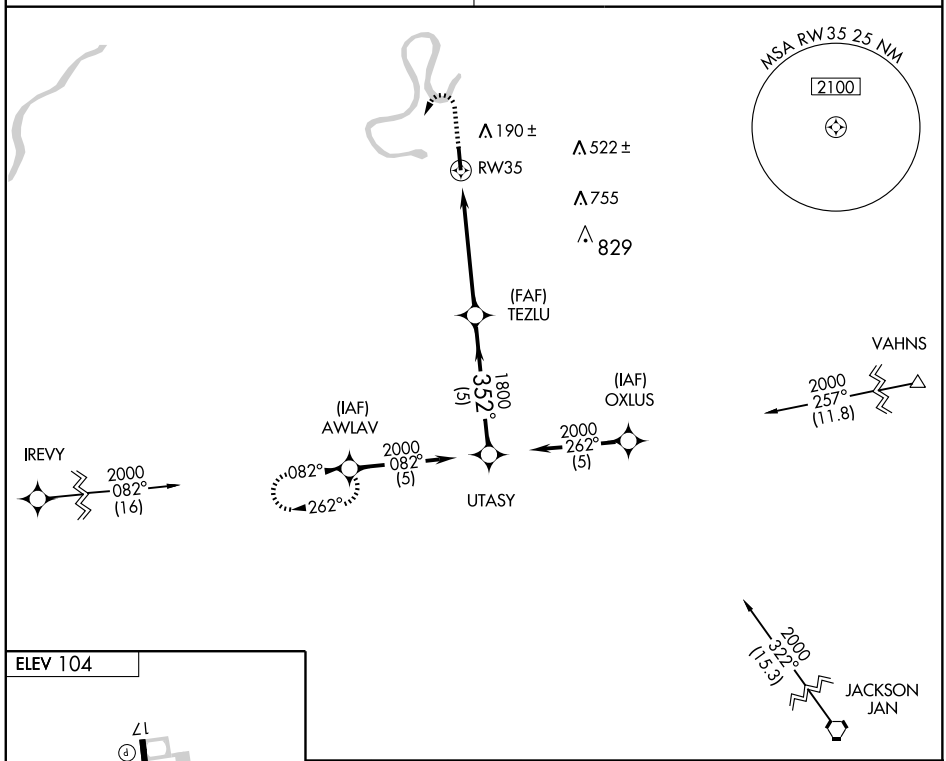
GPS RWY 35

YAZOO COUNTY (87I)

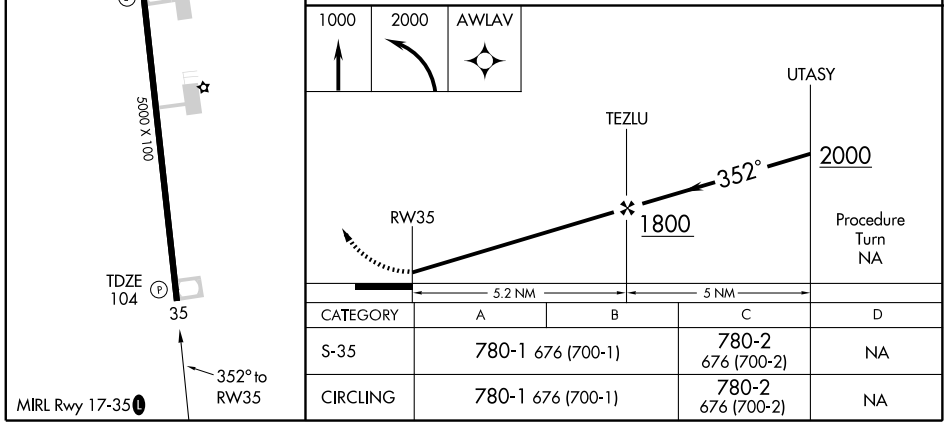
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L



ELEV 104



CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)		780-2 676 (700-2)	NA
CIRCLING	780-1 676 (700-1)		780-2 676 (700-2)	NA

MIRL Rwy 17-35 L

SC-4, 14 JAN 2010 to 11 FEB 2010

YAZOO CITY, MISSISSIPPI

VORTAC JAN	APP CRS	Rwy ldg	5000
112.6	141°	TDZE	104
Chan 73		Apt Elev	104

AL-6977 (FAA)

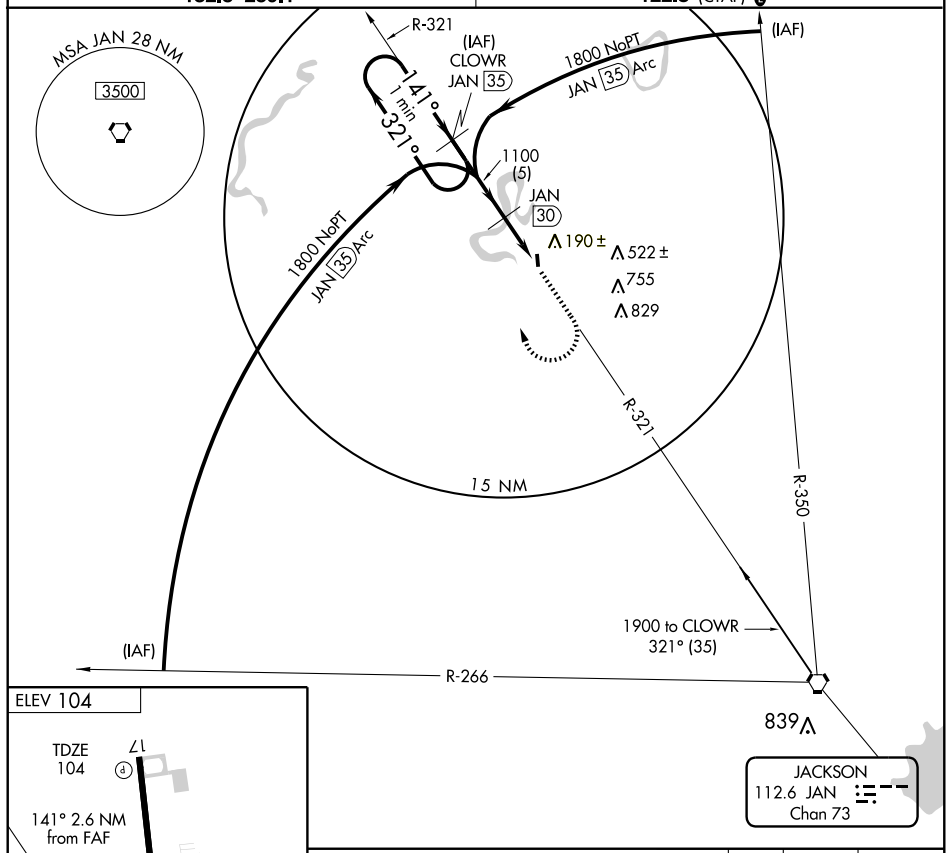
VOR/DME RWY 17

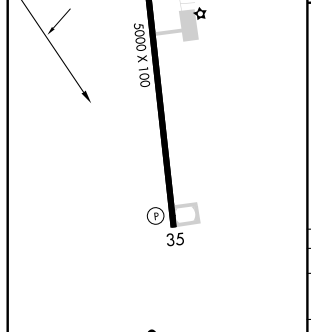
YAZOO COUNTY (87I)

NA Use Jackson altimeter setting.

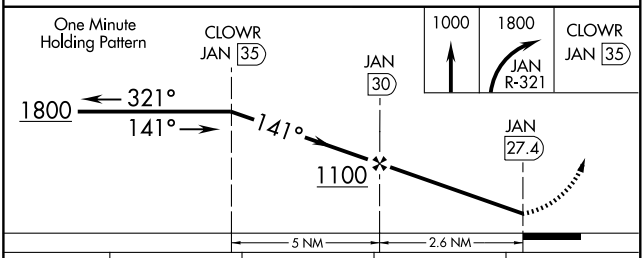
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)
CIRCLING	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)

SC-4, 14 JAN 2010 to 11 FEB 2010

YAZOO CITY, MISSISSIPPI

VORTAC JAN	APP CRS	Rwy ldg	5000
112.6	321°	TDZE	104
Chan 73		Apt Elev	104

AL-6977 (FAA)

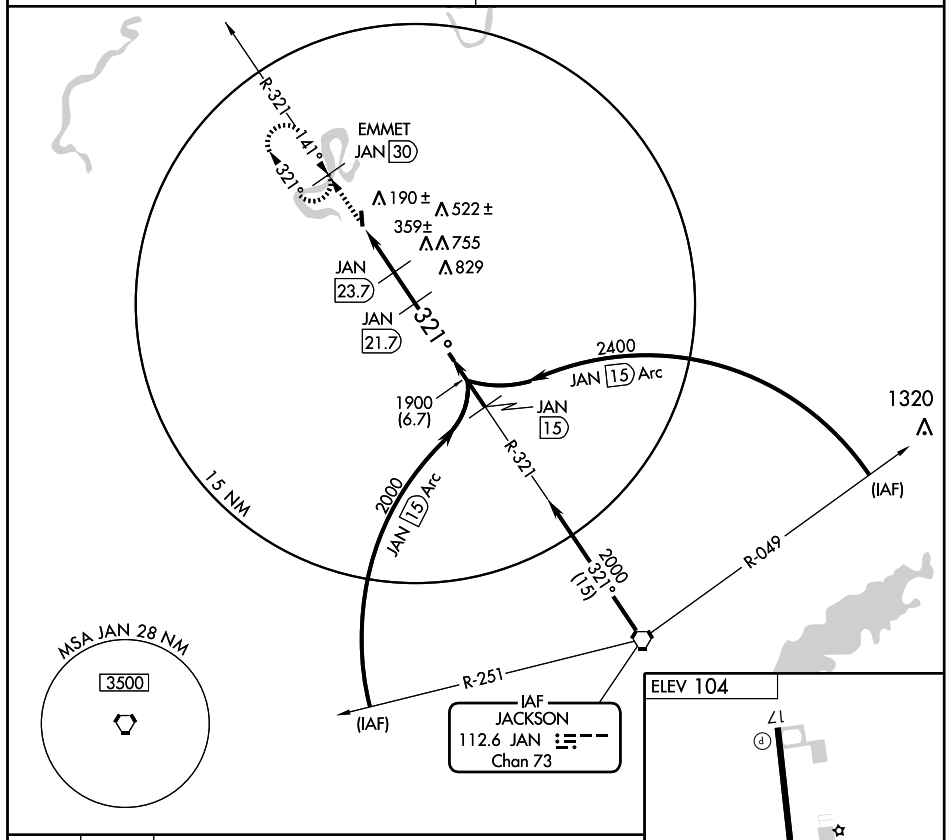
VOR/DME RWY 35

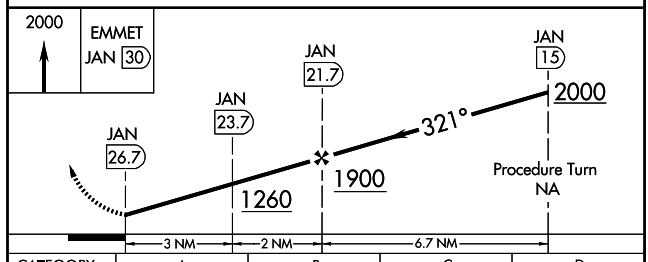
YAZOO COUNTY (87I)

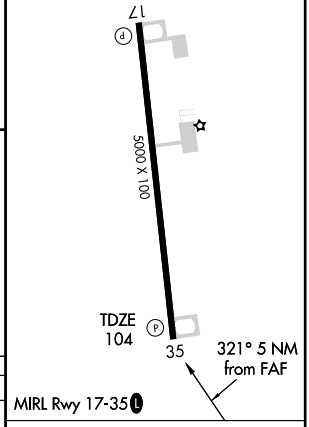
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)
CIRCLING	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 14 JAN 2010 to 11 FEB 2010